

THE OPENING OF NAVIGATION.

CANADA

AN ILLUSTRATED WEEKLY JOURNAL

EDITED BY WALTER J. M. LEFROY.

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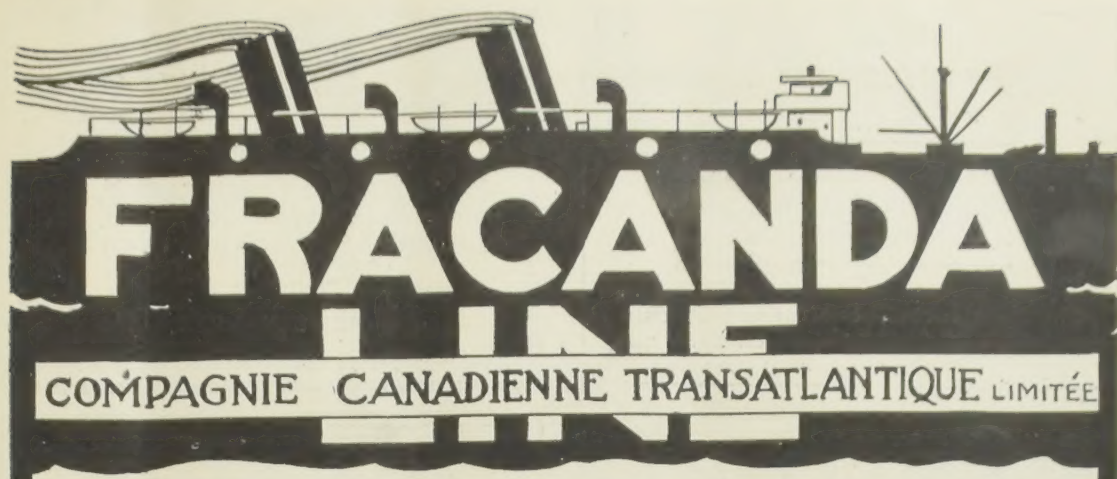
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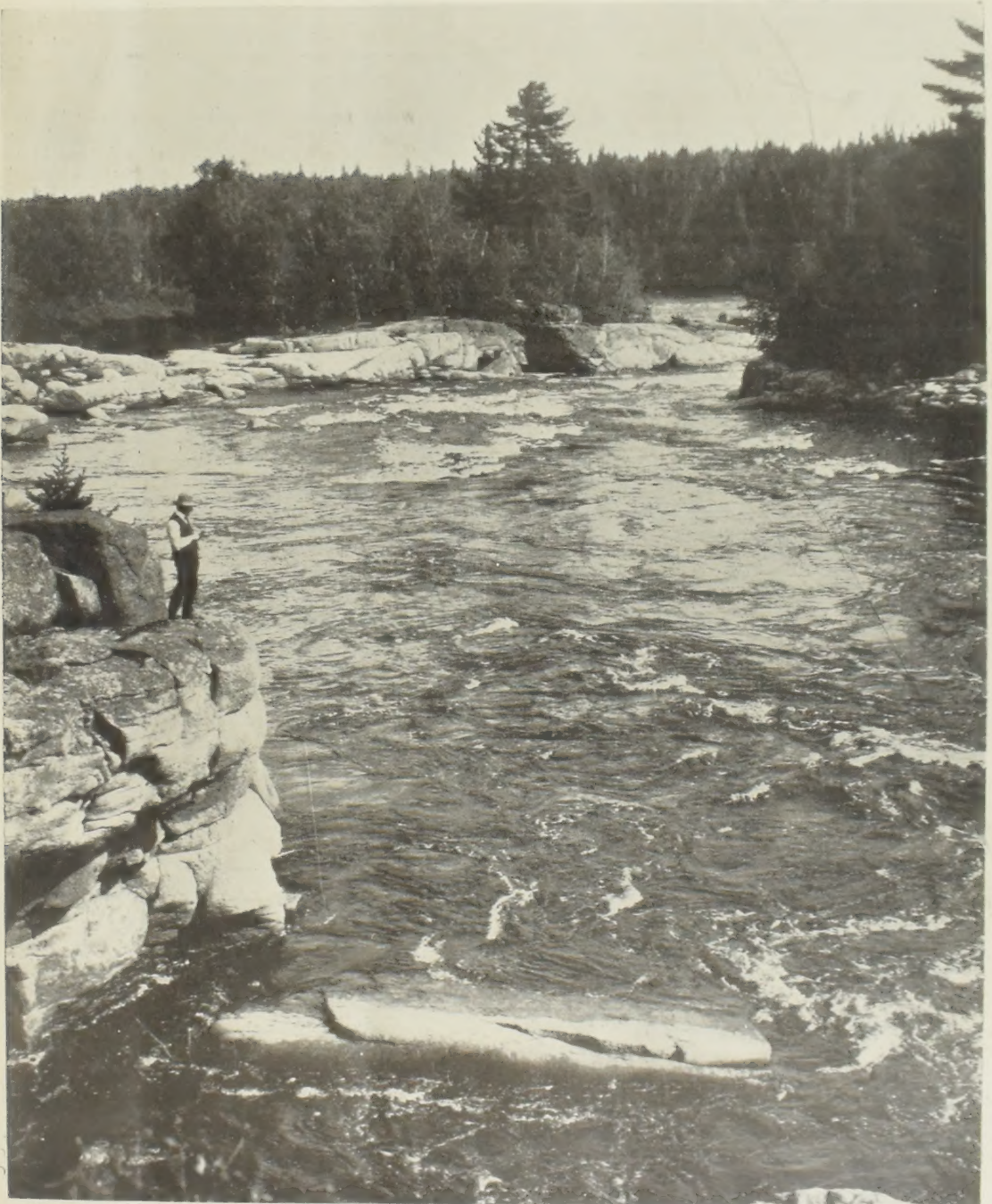
CANADA

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Vol. LXII.

9^D. WEEKLY

CANADA FOR THE ANGLER. (*See page 34.*)



[Photograph]

ON THE NEPISQUIT RIVER, A FAMOUS FISHING STREAM NEAR BATHURST, N.B.

[John Woodruff.]

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The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired the fact should be stated.

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RAILWAY WAGES IN CANADA.

THE heavy deficit shown by the Canadian Government Railways has naturally caused a stream of comment, both in Parliament and in the Press, especially as it comes at a time when the national burdens are so greatly increased by the war debts. Instead of blaming the Government for having taken over the railways, it would be wiser to realise that the main cause of the heavy deficit is due to the McAdoo award, and to consider what steps can be most promptly taken to remove this gross wage anomaly. Many foolish agreements were entered into under the stress of war. The payment to railway operatives under the McAdoo schedule was one of the worst examples, and as these rates were made to apply to Canada a burden has been imposed on the country which is unwarranted and unjustifiable.

Canadian labour conditions should not be under the domination of United States' Trade Unionism. Fortunately in many industries this domination has been repulsed, and the Province of Quebec is very largely free of this menace to national industrial freedom, but the

railways have unfortunately become subservient to the American Railway Brotherhoods. What this means can be better appreciated by consideration of some of the payments to railway employees recently quoted at Ottawa. Specimen payments for a recent month were as follows:—Train conductor, \$434; locomotive engineer, \$425; telegraph operator, \$268; station agent and operator, \$254; yard man, \$237; train despatcher, \$257; blacksmith, \$227; coach painter, \$208; machinist, \$220. This scale of wages works out, at the present rate of exchange, at a salary of £1,176 a year for the conductor, down to the blacksmith who earns at the rate of £620 a year. These figures exhibit such a topsy-turvydom in wages that it is a matter for amazement that the Canadian Government did not take steps long before this to alter such an absurd and vicious anomaly. Conditions have been somewhat similar in the Mother Country in regard to the wages of coal miners and other specially privileged workers. The principle that the worker must give economic value for the pay he receives must be accepted by organised labour, otherwise industrial stability becomes impossible.

The good common-sense and appreciation of business principles which have been exhibited by the general mass of wage earners in Canada under the changing conditions since the Armistice give every assurance that the anomaly of railwaymen's earnings will be satisfactorily adjusted. We wish that we could feel as certain of a sane and friendly settlement of the coal miners' claims in the Mother Country, where unfortunately there is not as much individual common-sense, and where class prejudice is narrower.

— * * —

NOTES OF THE WEEK.

The Canadian Embassy.

The discussion at Ottawa concerning the delay in the appointment of a Canadian Ambassador at Washington has led the *Winnipeg Tribune* to object to the cost of such an appointment as being one of the least of Canada's needs at the present time; and our contemporary maintains that the \$60,000 appropriated for this post would be much better spent in supporting consular agents in the United States.

There is good horse-sense in this suggestion, as what is most urgently needed for the increasing of Canadian prosperity is the stimulation of export trade and of immigration. Whether the establishment of commercial agents in the United States would be advantageous is open to some doubt. For certain commodities, such as paper, raw materials and grain, Canadian trade does not need the assistance of Government agents, but for Canadian manufactures the United States tariff is so high that only certain specialities can successfully compete with domestic goods.

* * *

The Anti-Dumping Bill.

Owing to the pressure of the coal crisis, the debate on the Anti-Dumping Bill has had to be postponed. The Bill bristles with economic difficulties, and already in various sections of the British Press there are loud outcries on the part of consumers against the inevitable effect of such legislation in maintaining monopolies and artificially maintaining high prices. Many amendments will have to be made in Committee before the Bill can possibly be acceptable. For instance, no provision is made in the Bill for continuing the preference on imports from the Dominions, which is now an accepted part of the fiscal policy of the Mother Country. It is very difficult to believe that this provision was omitted deliberately.

Another point arises in regard to the discrimination between countries where exchange is in favour of Great Britain, and those where our currency is depreciated. This is rather a nice point, because under the present exchange conditions, Canada is on a different side of the fence from Australia and other Dominions. We may expect some interesting and lively debates on this very contentious measure.

An Annexation Suggestion.

Not so very many years since, the very word "annexation" would have been like a red rag to a bull. Since the General Election of 1911, however, a great deal has happened. To-day, any suggestion of that nature seems to rouse, not so much wrath as scorn, and even scoffing, on the part of Canadians. Recently it was suggested by a writer in the New York *Tribune* that, in return for the cancellation of the claim of the United States against Britain for \$4,000,000,000, Canada might be handed over to the Stars and Stripes. The writer expressed the opinion that, if they were diplomatically approached, "it would not be unacceptable to Canadians, and would be entirely gratifying to us, especially to that large class that visits Canada for business or pleasure."

No doubt it would; but there are other considerations, and these are what have appealed to Canadians. The Toronto *Mail and Empire* bluntly suggests that the correspondent, "whose initial N. probably stands for Numskull or just plain Nut, is not one of those Americans who have visited Canada for either business or pleasure." And referring to another remark in this article, it says:—

We think it is an exaggeration to say that in many ways we honour the Americans as an elder brother. Our relationship is a cousinly one, and most Canadians entertain the old-fashioned prejudice against the marriage of cousins.

The Toronto *Globe* is even more plain-spoken. It asks:—

Why should so well-conducted a paper as the New York *Tribune* give space to a silly ass who thinks the sale of Canada to the United States by the British Government would be a fine way of liquidating Britain's war debt? Has the idea not yet penetrated the American mind that Canada is owned by the Canadian people?

We fancy that next time the *Tribune* writer will not be so precipitate in dealing with Canada.

"Et Tu, Brute."

Professor MacMechan is entitled to much sympathy, for seldom can a writer have seen his opinions so entirely misrepresented. This well-known Canadian scholar, who is Professor of English Language and Literature at Dalhousie University, contributed to a recent issue of the *Canadian Historical Review*, a very timely and able article (which was mainly reproduced and commented upon in *Canada* at the time) showing the groundlessness of the fears of the Imperial connection by Canadian "autonomists," which he entitled "Canada as a Vassal State." Several British newspapers—the *Daily Telegraph* among others—misled by a summary of the article in an American publication (? the Hearst Press), credited the Professor with despairing of the national future of Canada and holding those very views which he wrote to discredit.

Well may Dr. MacMechan exclaim in his protest to the *Daily Telegraph*, "I am fighting on your side, and you turn your sword against me. I try to combat anti-British tendencies in Canada, to stem the tide of American influence on all things Canadian, to sting my countrymen into declaring their independence of the United States; I dream of doing my country a service, and I awake one morning to find myself pilloried." But the unkindest cut of all lies in the fact that the worst misrepresentation of Dr. MacMechan's meaning appeared in the leading article of the *Canadian Gazette*, subsequent to the article in the *Daily Telegraph*. Well may the Professor "almost despair of language as an instrument of thought."

We trust that this annoying experience will not prevent the Professor from returning to his subject and providing an opportunity to those who maligned him to deal more faithfully with his opinions.

Canadian Cattle at Taunton.

The Canadian cattle embargo is haunting Sir Arthur Griffith-Boscawen like a spectre at Taunton, where he is making a second attempt to return to Parliament, just as it did at Dudley. The opponent of the Minister of Agriculture is a Labour man, and he has been advocating the removal of the embargo, as did Sir Arthur's successful opponent at Dudley, on the ground that it would greatly reduce the cost of living. He seems, however, to have been so rash in some of his statements as to have delivered himself into the hands of his opponents.

Not only at a meeting, but also in his election address, Mr. Lunnion went the length of stating that the Canadians could send two million head of store cattle a year into this country—thus giving his opponent an opportunity of reminding him that Canadians themselves had only claimed to be able to send about 200,000. Sir Arthur Griffith-Boscawen has been taking the line that it is very doubtful whether sending store cattle here at all would cheapen meat or make it dearer, since if the result of importing Canadian cattle were to decrease the number of cattle reared here, and also to prevent fat cattle coming for slaughter at the ports, the meat supply would be reduced and the price would go up. Might not, however, his advice to his opponent, to await the report of the Royal Commission, instead of trying to create prejudice in advance, apply in his own case as well?

* * *

The W.C.C.A.

It is announced that General McRae has accepted the position of managing director of the Western Canada Colonisation Association. Everyone on this side who met the Quartermaster-General of the Canadian Forces will appreciate the importance of this appointment in connection with this large immigration project. It would be difficult to find any Canadian better fitted, both from his successful experience of land settlement problems and his proved organising ability, to ensure success to the new movement. For the last year or two a number of prominent Western Canadians, under the leadership of Mr. M. A. Brown, Mayor of Medicine Hat, have been organising a great project for encouraging the best class of settlement into the unoccupied lands of the Prairie Provinces. Settlers are needed for 128,000,000 acres of surveyed farm lands, some 20,000,000 acres of which are within 20 miles of a railroad and can be quickly occupied under proper organisation.

The plans drawn up for this project were of such a wide and so national a character that a large sum, amounting, we believe, to \$1,500,000, has been contributed by prominent citizens and the leading business corporations. In order to settle these vacant lands to the best advantage the W.C.C.A. will establish an organisation which will give advice and direction to settlers entering Western Canada; they will direct the movement of farmers from one Province to another; and they will endeavour to co-ordinate immigration efforts between this Association, the railways, and the various Provincial Governments. The names of those who have contributed large donations to further the work of the Association comprise many of the most prominent men in Canada. The mere fact that General McRae was a partner of the late Col. Davidson, and jointly responsible for the largest and most successful land settlement campaign connected with the lands owned by the Canadian Northern Railway, is some indication of the strength and importance of this big project, the success of which must mean very much to the prosperity of the Dominion as a whole.

* * *

Canada's Coal.

Mr. Meighen's proposal, which was unanimously adopted by the Dominion Parliament, to appoint a Commission to enquire into Canada's coal supply, was well-advised. On several recent occasions Canadians have had the fact brought home to them that they are too great an extent dependent upon the United States for their coal supplies. The anomaly of this situation is emphasised by the fact that Canada has 17 per cent. of the world's coal supply and 71 per cent. of the British Empire's supply. As was recently pointed out, however, the question is very largely one of transportation, as well as of production.

In this connection the figures just made available by a preliminary report on the mineral production of Canada during the calendar year 1920, are interesting. The total production of marketable coal during that period (comprising sales, colliery consumption, and coal used in making coke, or used otherwise by colliery operators) was the largest tonnage ever obtained in any one year, being 16,623,598 short tons, of an average value of \$4.65 per ton—an increase over 1919 of 2,942,380 tons. Each of

the Provinces, with two exceptions, showed substantial increases. In the case of Nova Scotia, it was 11.8 per cent.; in that of Alberta, 38.2; in that of British Columbia, 17.3—New Brunswick showing a decrease of 10 per cent., and Saskatchewan of 8 per cent.

Fishing in Canada.

In the spring, those who have the means and leisure to pursue their favourite sport turn their thoughts to the rivers where good fish are obtainable. We would strongly urge salmon fishers to consider the attractions of Quebec and the Maritime Provinces, and also of Newfoundland, where sport can be obtained which will compare most favourably with anything that Norway or Scotland can offer. Ireland now, and probably for many years to come, will not be visited by many British anglers, and in Scotland and Norway to-day costs are very much increased.

There is excellent salmon and sea trout fishing to be got on the Atlantic Coast and in the rivers running into the St. Lawrence, and also in the rivers of Newfoundland. We shall be very glad to put sportsmen into touch with the local authorities in any part of these districts which they may select, who will give them the fullest particulars as to the times, localities, and costs.

Emigration Facilities at Liverpool.

Last week we drew attention to the criticism of the facilities provided at Liverpool for the medical inspection of emigrants, made by Dr. Emile Nadeau, the chief medical officer of the port of Quebec. It seemed unlikely that these allegations would be passed over by the Liverpool port authorities. They have lost no time in making a rejoinder—and it is of a rather unexpected nature.

An official of the Mersey Docks and Harbour Board states that in April of last year the Board were approached by the Liverpool Medical Officer of Health, who asked that accommodation might be provided for the examination of aliens, and the Dock Board, without any delay, offered certain accommodation. Early in May the Board received a letter from the Town Clerk of Liverpool stating that the scheme was subject to the approval of the Minister of Health. The proposals had been submitted to him, but in the meantime it was desirable that the alteration should be postponed pending a reply from the Ministry. The Dock Board, according to the official in question, are still waiting for a reply. It is satisfactory to learn that the port authorities are alive to the requirements of the situation, and have taken action for the removal of the reproach levelled by Dr. Nadeau. But their explanation is anything but flattering to the bureaucratic methods of the Ministry of Health.

The St. Lawrence River between Montreal and Quebec is reported to be cleared of ice. In the Gulf of St. Lawrence the ice is rapidly disappearing.

BIRTHS, MARRIAGES, AND DEATHS.

Announcements under this heading are charged for at a minimum of 4s. or £1, for 36 words or under, every additional word one penny, or two cents, which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

HAY.—On March 31, at Heathfield, Sevenoaks, to Brenda, the wife of Alexander Cyril Hay—a son.
WILSON.—On March 16, at 192, Daly Avenue, Ottawa, the wife of Norman F. Wilson, of a son.

MARRIAGES.

LE MARQUAND—MARSHALL.—On March 16, at St. Matthias' Church, Westmount, P.Q., by the Rev. E. Bushell, Isabella Hester Marshall, to Walter Le Marquand, third son of Mrs. Le Marquand, and the late Capt. George Le Marquand, of St. John's, Newfoundland.
LONGSTAFF—McCULLOCK.—On March 30, at the Cathedral, Victoria, B.C., Major F. V. Longstaff, third son of the late Lt.-Col. Longstaff, of Wimbledon, to Jennie Long, younger daughter of the late E. W. McCulloch and Mrs. McCulloch, of Victoria, B.C. The blessing was given by the Bishop of Victoria.
MUIR—DUNN.—At Summerland, B.C., on March 29, by the Rev. W. R. Alexander, Alexander Cairns, of Glenearn Ranch, son of the Rev. William S. Muir and Mrs. Muir, to Elaine Burns, daughter of Mr. Andrew Dunn and Mrs. Dunn, Charlotte Place, Perth.

DEATHS.

HEFFERNAN.—On March 22, Elizabeth Smith, widow of the late Patrick Heffernan, at the residence of her son-in-law, J. D. McLennan, 4412, St. Catherine Street, West, Montreal.
MOORE.—At Grand Forks, B.C., on April 1, Eva J. M. Macmurray, wife of Alan R. Muir, and daughter of the late Thomas Douglas Macmurray, Glasgow.

IN MEMORIAM.

BRAMLEY-MOORE.—In memory of Alwyn Bramley-Moore, Princess Patricia's Canadian Light Infantry; died at Boulogne, on April 4, 1916, of wounds received at Ypres.

AUTONOMY AND THE EMPIRE.

Canadian Prime Minister on the Coming Conference.

Mr. Meighen, addressing an audience of women at Montreal, took occasion (says the *Morning Post's* correspondent) to assure them that Canadian autonomy would not be jeopardised at the Conference of Premiers in London. In the course of his remarks he said:—

"The autonomy of this country is just as sacred to this Government, just as sacred to the party of which I have the honour to be leader, as it is to the humblest citizen. In so far as concerns the affairs of the world in which we live and in which we have to take part as a nation, and which we cannot evade, we do feel the wisdom, for the good of Canada, of association with the great Mother Country and the Dominions of this Empire; and I am determined that that association which has been a fact in the past shall not be abandoned now. In the Conference with the whole Empire we will try to march with the other Dominions side by side and consult with those in authority in the Mother Country. We intend to stand together and maintain the essential unity of the first and most dependable League of Nations—this great League of Nations known as the British Empire."

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MANITOBA AND THE GOVERNOR-GENERAL.

The Manitoba Legislature has rejected the resolution moved by Mr. John Queen, leader in the "One Big Union" movement, that no public money be spent on banquets or receptions to the Duke of Devonshire, who is about to pay a farewell visit to the Western Provinces (says a *Times* cablegram).

Mr. Queen said he believed that the Duke was a pretty good fellow, but the Province should not spend money in banqueting him. "Instead of treating ourselves," he said, "when the Duke comes along it would be more like the thing to provide a treat for the unemployed."

The Hon. T. C. Norris, the Premier, maintained that when the Governor-General visited the Province he should be treated with common courtesy.

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LABOUR AND R.C. CHURCH.

A bitter struggle is developing between the International Labour Union and the newly-formed National Catholic Workers' Union of Quebec (says the Toronto correspondent of the *Times*). In the latter organisation membership is restricted to Roman Catholics, and Mr. Moore, President of the Dominion Trades and Labour Congress, declares that the Catholic Union is making a deliberate attempt to break up the International Trade Union movement by dividing its members along religious lines. He states the position thus:—"If certain sections of the Roman Catholic Church try to disrupt the legitimate organised Labour movement it will be compelled to defend itself, and it would do so even if the fight were carried into the Province of Quebec and if the waging of it should hurt the susceptibilities of those at the head of the Roman Catholic movement."

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CANADIAN AUTHORS AND COPYRIGHT.

The Committee of Canadian Authors is urging amendment of the Copyright Bill before the Senate (says the Toronto correspondent of the *Times*). The Bill simply provides for the adherence of Canada to the revised Berne Convention. The United States requires the book to be printed in that country in order to secure copyright. One Canadian author states the position thus:—"If I go across the border with a manuscript in one pocket and a gold watch in the other, the watch will be recognised by the United States as my property, but the manuscript can be taken and published by anyone, if it has not been printed in the United States."

The Bill before the Senate does not compel publication in Canada, but provides that when a book or article is published in a foreign country or other portions of the British Empire a Canadian publisher may secure copyright and publish by paying remuneration to the author at such rate as the Government fixes. The substance of the Canadian authors' demand is that Canadians should have the same privileges abroad as foreigners or British subjects have in Canada.

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The Dominion Parliament reassembled on March 29 after a week's Easter recess.

On the motion of Mr. Meighen, the Dominion House of Commons last week appointed a Committee to investigate the coal supply of the Dominion.

Survey parties are now starting out to locate a route for the extension of the Tomikaming and Northern Ontario Railway line in the direction of James Bay.

The Dominion Government has announced its decision to appoint a Committee of Parliament to investigate the desirability of adopting Proportional Representation in Canadian elections.

SETTLEMENT OF WESTERN CANADA.

AN important step forward has been taken towards the colonisation of Western Canada with a suitable type of settler. The Federal Charter of the Western Canada Colonisation Association has now been approved, and the chief executive officers appointed, with head offices in Winnipeg.

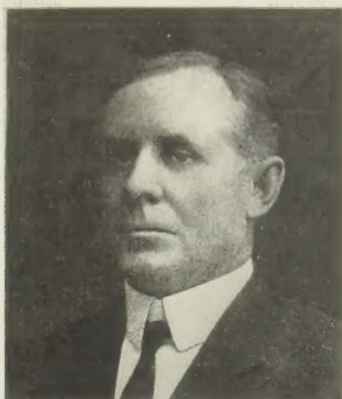
At a special meeting of the directors, held at Saskatoon, Mr. Robert Hobson, of Hamilton, Ont., was elected president and chairman of the Board; Mr. M. A. Brown, of Medicine Hat, vice-president and chairman of the Executive Committee; and Major-General A. D. McRae, of Vancouver, managing-director.

Mr. Hobson is president of the Steel Company of Canada, and a director of the Canadian National Railways, the Bank

Men of the Canadian Forces who served overseas have taken up 3,100,000 acres of land in Manitoba, Saskatchewan, and Alberta, and had broken 202,730 acres of new land up to December last. Of the acreage taken up approximately 2,000,000 acres comprised free grants. To 19,931 soldier farmers in all parts of the Dominion, loans aggregating \$80,302,649 have been made by the Soldiers' Settlement Board. Courses in agriculture have been completed by 1,500 intending veteran settlers and 916 are still in training. No fewer than 100,000 of Canada's soldier citizens have been in communication with the S.S.B. with a view of going on the land. The Board do not consider applications from men who are not likely to succeed owing to lack of experience or other necessary qualifications.



HON. W. M. MARTIN,
Premier of Saskatchewan.



HON. T. C. NORRIS,
Premier of Manitoba.



HON. CHARLES STEWART,
Premier of Alberta.

PRAIRIE PROVINCES' PREMIERS.

of Hamilton, the Tuckett Tobacco Co., the Dominion Power and Transmission Co., the Canadian Locomotive Co., and other enterprises.

Mr. Brown, who was one of the originators of the Association, is president of the Industrial Association of Alberta, and was four times Mayor of Medicine Hat.

General McRae, who has extensive financial and other interests in British Columbia, was formerly Quartermaster-General, O.M.F.C., and afterwards Director of Administration in the Department of Information.

The large number of the veterans who have expressed a desire to take up agricultural pursuits doubtless reflects the inclination of thousands of other city dwellers of every class who would welcome an opportunity to get established on the land on terms similar to those extended to the soldiers by the Government through the S.S.B. There are signs that the helping hand on a business basis will be a feature of future colonisation work, and that private and semi-public organisations, seeking the development of the country and not profit, will function in this field of effort. Many men of the farm



HON. DUNCAN MARSHALL,
Minister of Agriculture, Alberta.



HON. G. J. H. MACCOLM,
Minister of Agriculture and Immigration, Manitoba.



HON. C. M. HAMILTON,
Minister of Agriculture, Saskatchewan.

WESTERN MINISTERS OF AGRICULTURE.

labouring and renting classes in the Mother Country would undoubtedly be glad to come to Canada to farms of their own if they were provided with the means in the shape of long-date loans bearing reasonable interest to ensure a start.

GOOD CROP PROSPECTS IN MANITOBA.

"Every condition of weather this winter has contributed favourably to 1921 crop prospects," says Hon. G. H. Macleod, Minister of Agriculture for Manitoba. "I cannot remember in all my experience in this Province a better fall than we had last year. The late freeze-up, and the ideal ploughing weather, resulted in an enormous amount of fall ploughing being done, which will enable farmers to get in their crops this spring under better conditions than for many years. Approximately an area of 2,790,000 acres was prepared for crop by fall ploughing, and the crop acreage should be larger than usual this year."

CANADA'S 1920 WHEAT CROP.

The total yield of wheat in Canada for 1920 is finally announced by the Dominion Bureau of Statistics as 263,189,000 bushels, of which 234,138,300 bushels came from the Prairie Provinces (Manitoba, Saskatchewan, and Alberta).

To move 263,189,000 bushels (15,791,340,000 lb. or 7,895,567 tons) of wheat would require 197,392 40-ton freight cars loaded



"WEE DONALD," GRAND CHAMPION CLYDESDALE STALLION AT THE CHICAGO INTERNATIONAL LIVE STOCK EXPOSITION.

The property of Mr. C. A. Weaver, Lloydminster, Saskatchewan.

to their fullest capacity. 197,392 cars if placed in line together would make a train nearly 1,508 miles long, or one extending from Winnipeg to Montreal with 96 miles over, or from Winnipeg to Vancouver with 36 miles over—"some train," to say nothing of the locomotives. Allowing 35 cars to a locomotive, it would require 5,640 locomotives to haul 197,392 cars, and 5,640 trains running at intervals of five minutes would take more than 194 days to pass a given point.

The Canadian Pacific s.s. *Metagama* has cargo capacity for 250,000 bushels of grain. Therefore, it would take 1,053 ships as large as the *Metagama* to transport Canada's 1920 wheat crop across the ocean. As the *Metagama* is 520 ft. long, these vessels if placed end to end would extend for nearly 104 miles.

Another calculation:—263,189,000 bushels of wheat=15,791,340,000 lb.; 15,791,340,000 lb. wheat÷280=56,397,642 barrels of flour×175=9,869,587,350 loaves of bread weighing 24 oz. each. This is enough bread to feed 27,039,965 people, with one loaf of bread per diem for a whole year! And Canada's output of foodstuffs is only beginning.

INCOME TAX COLLECTIONS.

It was stated in the Dominion House of Commons that \$62,687,258 was collected up to February 28, 1921, under the Income War Tax Act, and that \$957,980 of this amount was collected from the farmers of Canada. The total amount collected in each Province, with that collected from the farmers, was as follows:—

Nova Scotia and Prince Edward Island.—\$1,651,729; farmers, \$2,271.
New Brunswick.—\$994,727; farmers, \$2,393.
Quebec.—\$20,734,083; farmers, \$9,500.
Ontario.—\$28,061,667; farmers, \$67,974.
Manitoba.—\$5,040,695; farmers, \$151,036.
Saskatchewan.—\$1,466,184; farmers, \$340,900.
Alberta.—\$2,035,573; farmers, \$361,218.
British Columbia.—\$2,668,710; farmers, \$22,203.
Yukon.—\$33,888; farmers, \$30.

TO FIGHT BOLSHEVISM.

Sir Lomer Gouin's Campaign.

La Patrie, one of the chief French papers of Montreal, forecasts a general election next October, and declares that Bolshevism, which it alleges to be a real menace in Canada, as elsewhere, will be the chief issue (says the Toronto correspondent of the *Times*). It predicts that a wholly new political situation will be created and that Sir Lomer Gouin for Quebec and Sir Thomas White for Ontario will unite to lead a new movement.

It proceeds:—"As regards Quebec, it is said that Sir L. Gouin will commence immediately after his return from Europe a campaign for *rapprochement* with the best elements of Ontario. He will appeal to his compatriots to forget the quarrels of the past and to occupy themselves only with the future. Mr. Blondin, the only representative of the French-Canadians in the Cabinet, will resign to become commercial representative of Canada in Europe. Sir L. Gouin will ask the best elements of Quebec and Ontario to ally themselves to face the Bolshevik movement in the West. He will request the best elements of the Liberal Party and the Conservative Party to battle for the interests of the country."

For many months (adds the *Times* correspondent) there have been rumours of alliance between Sir Lomer Gouin and Sir Thomas White, but, whatever may be Sir Lomer's political activities in the future, there is no reason to believe that Sir Thomas White will ever again appear as a political figure. There is far greater probability that he will retire from Parliament shortly, or, at least, not be a candidate for re-election. Mr. Meighen is accepted as leader of the National Liberal and Conservative Party, and no movement such as *La Patrie* describes could make headway in the English Provinces.

CANADA'S TRADITIONAL LOYALTY.

The Duke of Devonshire, who has been visiting Western Canada, stated, in a speech at Winnipeg, that he would leave Canada in the conviction that the Dominion would carry out the great traditional policy of loyalty to British institutions (says the Montreal correspondent of the *Morning Post*). He believed that future generations would have no cause to complain of the work done by this generation, and that the Empire would hand down to the next generation "a nobler, better, more secure, and more just world."

WAR OUTRAGE ENQUIRY.

At the International Red Cross Conference, Mr. R. B. Bennett, representing Canada, moved that the special Commission which is to enquire into infractions of the Geneva Convention during the war should consist of representatives of the Red Cross Societies of Spain, Holland, Switzerland, Norway, Sweden, and Denmark. These societies, the resolution continued, should select as their representatives men of high reputation, and the Red Cross Societies of the belligerent Powers should be asked to send charges to the International Committee within six months (says *Reuter's* correspondent). The motion was carried.

ALBERTA LADY MEMBER'S NAME.

A curious point has been raised in Alberta. Miss Roberta MacAdams, the representative in the Legislature of the Province of the overseas soldiers, has been married, and is now Mrs. Price. The *Lethbridge Herald* says she is entered on the rolls of the Legislature in her maiden name, and raises the question if she is entitled to retain her seat, and adds:—"If it there happens to be any legal disability as to her holding her seat in the new name she will naturally employ, thus entailing her going before her constituency again, it will make the marriage of a spinster Member of a Legislature or of Parliament, should this be the experience of any of them, a more interesting event than such occasions are regarded in society."

A Scottish Association football team will sail for Canada by the *Saturnia* on May 11.

In a recent test at Vancouver Mr. Frank Walters, inventor of an aluminium diving suit, claims to have reached a depth of 306 ft.

With Western Canada's antelope herds reduced to between 800 and 900, the Government has created a national reserve, extending over 5,000 acres, near Nemiskam, Alberta, with the view to saving the animal from extinction. There are approximately 100 antelope within the park bounds at present.

Special efforts are to be made by the Canadian National Railways to popularize Jasper Park and Mount Robson from a tourist point of view this summer. A project was under way for erecting a first-class hotel at Jasper Park. Meanwhile the number of tents there will be greatly increased this summer.

JOINT COUNCILS IN INDUSTRY.

Experiments and Experiences in Canada—Employers' Favourable Comment.

AN view of the increasing desire on the part of employers and employees for information in connection with plans for securing a permanent improvement in the relations of employer and workers, some useful notes have been compiled by the Dominion Department of Labour at Ottawa on the principles and practices governing Industrial Councils and Works Committees in Canada, Great Britain, and the United States.

It will be recalled that in April, 1919, a Royal Commission, known as the Royal Commission on Industrial Relations, was appointed by the Dominion Government "to consider and make suggestions for securing a permanent improvement in the relations between employers and employees" and "to recommend means for insuring that industrial conditions affecting relations between employers and employees shall be reviewed from time to time by those concerned, with a view to improving conditions in the future." In order to secure the necessary basis for recommendations along these lines, the Commission was authorised to "obtain information

Among the plans which have been put into effect in Canada with the object of giving some voice in management to employees, there are many modifications and variations as to methods, and although the principles involved differ but slightly, it is observed that the objects of the different Joint Industrial Councils and Committees reported to the Department are, generally speaking, (1) to provide means whereby on the one hand employees may crystallise their thoughts, and present their views to the management, with respect to wages and working conditions, and on the other hand to provide the management with a means whereby it may better understand the preferences and appreciate the points of view of the workers; (2) to provide means for exchanging ideas and suggestions and to develop further a spirit of co-operation; in short, to secure the largest possible measure of joint action between employer and employee in any matters pertaining to their common welfare. Some Committees are charged with the administration of trust funds and sickness benefits; other again deal with questions of policy relating to wages, hours



INDUSTRIES ON THE WELLAND CANAL, AT ST. CATHARINES, ONTARIO.

Photograph: Canadian National Railways.

as to the character and extent of organisation already existing among bodies of employers and employees respectively" and to "investigate available data as to the progress made by established Joint Industrial Councils in Canada, Great Britain, and the United States."

The Commission on Industrial Relations, itself a body representing the public, employers, and employed, held sessions in all the large industrial centres from the Pacific to the Atlantic and considered the proposals and views of any persons or associations who cared to appear before it. In the report submitted by the Commission, it was stated: "There is urgent necessity for greater co-operation between employer and employed. The great obstacle to such co-operation is the suspicion and distrust with which in many cases each regards the other." A recommendation was made in favour of the formation of Joint Industrial Councils and Works Committees. The Commission also advised "that the Government should interest itself in the development of these Councils and that a bureau should be established under the Minister of Labour which would compile all available statistics on this subject, undertake publication of developments in this and other countries, maintain officers who would be available to give assistance and act as liaison officers between employer and workers where desire is expressed to create such Councils, and render such other assistance as may be required." The report states, however, that the Commissioners "are under no illusions as to Industrial Councils constituting a universal panacea for all industrial troubles. Their usefulness will depend upon the spirit in which they are adopted."

In accordance with a recommendation of the Royal Commission on Industrial Relations, a National Industrial Conference was held at Ottawa in September, 1919, of representatives of employers and employees and of the public; the subject of Joint Industrial Councils and Works Committees was discussed, a resolution being unanimously adopted approving the formation of Joint Industrial Councils as a means of furthering greater co-operation between employer and employees.

employment, working conditions, work practice, safety, sanitation and health. The number of employees coming within the scope of Joint Councils and Committees, as at July, 1920, is reported as approximately 145,000.

The basis of employee representation on Joint Committees in Canada varies between one representative for each ten workers, and one representative for each hundred workers, but the average seems to be about one representative for each thirty employees. In most cases the employee representatives are nominated and elected by secret ballot, and in practically all cases an equal number of representatives of the management are appointed by the management. In some cases, provision is made for a chairman appointed by the management; in others, the chairman is appointed by the employees. Similarly the secretary is sometimes appointed by the management, and in other cases two secretaries are appointed, one by the management and one by the employees. The person who appears to be distinctly approved is to have the duties of personnel, the supervisor of welfare, or the employment manager, act as secretary of the Committee. In some plants where women are employed, provision is made for a special representative elected by the women only; but in most cases the representatives are elected by various groups, such groups being arranged either for geographical convenience, or by crafts within the plant. One large company has a permanent secretary paid by the employer.

It is generally provided in the various constitutions that the plan of representation of employees shall in no way abridge or conflict with the right of employees to membership in any labour or other lawful organisation.

In most cases employees must have one year of continuous service with the company and be at least 21 years of age to become eligible for election as an employee representative. An exception is made in the case of representatives for whom, in certain cases, the minimum is 18 years. As a rule, no foreman nor any official having definite authority to hire or discharge is allowed to represent the employees. Most regulations specify that it is necessary

for an employee representative to be a Canadian citizen or of British birth, but in one case an employee is eligible if he has his first papers, and in another, United States citizens are eligible.

Meetings of the Councils or Committees are, as a rule, held once a month, but provision is generally made for special meetings to be called when necessary. In some cases the Council meetings are held during the employer's time, but there are cases where meetings are after working hours. Generally, meetings are held on the premises of the company.

Matters for Adjustment.

In some cases the constitution of the Joint Industrial Council provides for standing committees to deal with such matters as health, safety, sanitation, recreation, libraries, athletics, restaurants, ambulances, and entertainments, but in the majority of cases sub-committees are formed to deal with these and other specific matters, disbanding when their report is made to the Council.

The constitutions of several Joint Industrial Councils provide that matters which cannot be adjusted between individual employees and their foremen may be submitted to a shop committee, and, failing a mutually satisfactory arrangement, may be referred to a General Council, and, thereafter in the absence of a suitable agreement, to arbitration, the decision of the arbitrators to be binding. In some cases, however, no procedure as to arbitration has been thought necessary, the decision of the chief executive officer being final. In practically all cases, provision is made for fullest investigation, and from the information to hand it would appear that it is very seldom that matters cannot be satisfactorily handled by the Shop or Plant Committees or Councils.

As a rule, minutes of the Council and Committee meetings are kept, and means provided for publishing them in order to inform employees as to matters under discussion and as to decisions made. In some cases the minutes are published in the house-organ or plant newspaper. In other cases the minutes are kept in the office of the secretary, available for inspection at any time.

The subjects dealt with by the Joint Committees include absenteeism, ambulance work, apprentice regulations, athletics, benefits, bonuses, buildings, canteens, church work, comfort, co-operative stores, education, employment, equipment, gardens, group insurance, health, holidays, hours, materials, methods, organisation, piece rates, production, promotion, publicity, quality of production, recreation, rules, safety, salvage, sanitation, thrift, Victory Bonds, wages, working conditions, and many other matters.

Favourable Results.

The results of the operation of these Joint Committees or Councils in industry have been commented on very favourably by employers, as the following reports from some of the larger firms in the Dominion, which have put into operation extensive plans for industrial organisation with employee representation, show:—

The Bell Telephone Co. of Canada, Ltd., report improvement in service rendered, due to keener interest shown by employees in work and closer co-operation with company officials. The formation of plant Councils throughout this company and the joint meetings between the representatives of employees with the management are said to have been greatly beneficial to both parties.

One of the largest rubber manufacturers, operating several factories, states that the general impression among the managers is that headway has been made in the matter of volume and quality of production, and that there has resulted a noticeably beneficial effect on labour relations in general between management and employees, great advance having been shown in the willingness of employees to co-operate and be fair in the settlement of all questions.

The Gray-Dort Motors, Ltd., state that results of the Councils have been surprisingly beneficial.

The Gutta Percha and Rubber, Ltd., state that there has been a favourable reaction in regard to the matter of labour turnover, and distinctly feel that the relationship between management and employees has improved as a result of the Council meetings.

The President of the Employees' Committee of the Works Council states that the Joint Council has established harmony in all relations between the management and the working force of the company.

Imperial Oil, Ltd., state that a spirit of mutual respect and a better disposition to appeal to the sense of fairness are becoming apparent.

The International Harvester Co. of Canada, Ltd., state that labour relations in general are unquestionably better.

The Kerr Lake Mining Co., Ltd., are thoroughly convinced that joint discussions are of material benefit not only to the men, but also to the interest of the company.

The Manitoba Bridge and Iron Works, Ltd., state that their labour turnover has been reduced 50 per cent. since a Council

was started, although they do not claim that this has resulted altogether from the institution of the Council.

Massey Harris Co., Ltd., state that the Councils have more than justified themselves, and representative employees express the opinion that "Works Councils remove all grounds for dissatisfaction, suspicion and discontent."

Robb Engineering Works, Ltd., look upon the committee arrangement as having proved very satisfactory from all viewpoints.

The Spanish River Pulp and Paper Mills, Ltd., have been making a very close study of the matter of joint committees, believing that committees would be good for the employees as well as for the company.

Among the industries and branches of employment in Canada in which Joint Councils or Committees have already been introduced are the following:—Abattoirs, agricultural implements, automobiles, bridge and structural iron, brush manufacturing, building and construction, Civil Service of Saskatchewan, clothing, engineering, oil, packing, railways, rubber, telephones, woollen goods.

Differences from Great Britain.

In Great Britain the proposal of the Whitley Report was that National Industrial Councils should be established first, and that they should promote the formation of District Councils and Works Committees. This suggestion is the logical result of the fact that in Great Britain the important industries are organised in national employers' associations and trade unions which cover almost entire industries. On the other side of the Atlantic there is no such complete organisation, and the procedure followed in Great Britain is less applicable. The result is that joint action on the part of employers and employees in Canada and the United States is generally developed first in the plant or shop.

In a few plants in the United States there were experiments along these lines before the war intensified the labour problem, but the great majority of the schemes now in operation in the United States were adopted during the war or since the Armistice. The National War Labour Board, the Shipping Labour Adjustment Board, the Fuel and Railroad administrations and other Governmental agencies accepted the principle of joint action and provided for the installation of Plant and Shop Committees in their awards, or encouraged their formation in other ways.

Canadian and American experience with voluntary organised Works Committees varies from the plans which are based on labour organisation and collective bargaining to those in which Trade Unions are not recognised, and though there may be collective dealing with the representatives of the workers, there is no "collective bargaining" in the sense which labour usage has given to that term.

Value of Joint Discussions.

One of the most valuable features of the Plant, or Shop Committee, is its provision for regular meetings and joint discussion by the representatives of both parties freely chosen and protected against discrimination for any opinions expressed in the joint conference. Separate sessions are provided in nearly all cases so that there may be even greater freedom of discussion. Serious and prolonged strikes and lock-outs have arisen from petty causes which might have been adjusted if the matter had been approached in the proper manner. The inventive mind of the intelligent workman can put at the service of the employer a technical knowledge and critical faculty of inestimable value, and the management can give the employee an insight into the problem of obtaining raw materials, credits, marketing, etc., that will provide a truer perspective of the whole business of production.

Joint Shop and Plant Committees and Councils are still in an early stage of development, and training is necessary for the representatives on both sides. In order that they may be successful, the employees and the management must, moreover, come together in a spirit of co-operation. Their usefulness will depend upon the spirit in which they are adopted. An attitude of suspicion, paternalism, or indifference, will nullify the benefits of the most carefully prepared plan. The system of employee representation, therefore, should be thoroughly democratic. The records should be accessible to the workers, and the rules easily amended after approval by the joint committee.

It is not possible, nor is it desirable, the Department of Labour holds, to suggest any hard-and-fast rule as to how such joint bodies should be constituted, or what their precise functions should be. These are matters to be worked out by employers and employees in collaboration.

— * * —

Mr. Meighan, questioned in the Dominion House of Commons with reference to the view of Mr. Massey that the formation of an Imperial Executive was near at hand, replied:—"The conception embodied in the despatch may be in accordance with the mind and intention of the Prime Minister of New Zealand. I have never subscribed to it."

THE SCHOOLMISTRESS: A TRUE CANADIAN STORY

By Mrs. Hamer-Jackson

"No, I have never regretted it."

But surely you have been very fortunate in making such a marked success of your venture?

No, do not say fortunate, for it is the wrong word. I was far from being as you call it 'fortunate' when I first came out. It is true I have today one of the finest private schools in the whole of Canada, but I fought for it every inch of the way, and I have focussed my brains and my energy constantly on to the one thing—success.

I will tell you exactly how I started. I am an Irish girl, and I was born in a delightful little town outside Dublin—Bray. I suppose most people call it a village, or rather a resort, for in the summer it is quite a popular seaside place. My people had a small shop, and in the summer my father went out with people who wanted to go boating, but we were poor and I had of schooling just what the law forced my parents to give me. As soon as I could pass Standard IV., which I did when I was twelve, I had to stop at home, look after the younger children, run errands, and serve in the shop.

"Amongst the sweetstuff bottles and the various kinds of tobacco we had a lot of papers, 'penny dreadfuls,' and maga-

zines. I had a lot of money from her going to find me at college, when I put my plan before her. I had nothing more than the work that you have."

"Of course, we did not live in the residential district of Toronto, near the lake. We took a little house, put in a young ladies' school, furnished it very simply with just the bare necessities for class rooms, etc., etc., and, whilst my friend stayed at home to receive possible enquiries, I made a round of visits to all the parents in the neighbourhood who had children of an age likely to make them the fittest pupils who would give our school a start. This was no easy work, people were too busy with their own affairs to give much sympathy. Others had no confidence. Finally, I opened the school after Christmas with seven little girls of from 8 to 13. We had made up our mind not to take any children below a certain social standing, and the wisdom of that decision was fully endorsed by future events, which proved that Canadians are keenly alive to the fact that, without being a prig, one can wish for something better than ordinary board-school teaching and surroundings, when the position of the parents warrants the expenditure of money on the social side of their children's education."

The Key to Success.

"To be candid, I at once saw the strength of my position, and used every means in my power to turn it to my advantage. The weakness of parents to capital account. Having girls of the same age, or at least without too much difference between them, I interviewed each parent in turn and suggested a very simple but smart uniform which should be worn by every pupil of the school, and would soon mark the child wearing it as belonging to a smart set of children."

"I was careful to design a uniform absolutely as simple as could be—simply a blue serge overall made with three box pleats in front and three at the back, mounted on a square yoke with turn-down collar. This overall had a straight 2-inch belt of bright red corded silk, and a long sailor-knot tie to match completed the colour scheme. Any mother could herself make up such a simple little garment, which turned out to be as useful and practical as it was economical. Red ribbons of a similar shade were to be used for tying up the hair."

"All this was really extremely simple, and, to tell you the truth, it was the key to success, for not only did it appeal to the parents, but it took the fancy of the children in the neighbourhood, and before twelve months had elapsed we had what was already a flourishing school. Yet at first we did not do well financially, for I had not grasped sufficiently the question of costs, I had no experience with credit and debit, and we had many sad days of struggle, yet outwardly smiling."

Expansion and Progress.

"Very soon, however, we found our little house was far too small. Many parents coming to Canada without a home wanted us to take their children as boarders. Others wished to be free to travel or work, and we found that, as the enquiries increased, we could raise our fees considerably. Well, that is now five years ago. We have a large house, we have built a very large gymnasium, which has been paid for entirely by the children themselves by giving private theatricals and little bazaars and shows, and I have many and many a time been asked to open a similar school in some of the Western towns. There is room for such a school everywhere in Canada. All that is wanted is pluck, will, determination and faith in the future."

"It is true that I was lucky in finding a friend who was old enough to inspire more respect than I could, as a mere girl, and one who had the necessary diplomas to warrant the opening of a school, but I have since found that there are hundreds of fully qualified teachers in England who would simply jump at the chance to thus insure themselves against the hopeless future which England can only offer to many of them."

"The value of the school now? Well" (laughing), "you do not expect me to give the show away! But I can tell you this. My father and mother no longer keep the little shop at Bray. You will see them over there in the lodge, that nice little cottage which I had built expressly for them. They are as happy as can be. I have two of my sisters with me, one teaches in the infants' class, and the other superintends the housekeeping; so, you see, taking it all together, I have not done so badly, have I?"

* *

Mr. Lloyd George stated at Westminster on Monday that neither India nor any of the Dominions, with the exception of Newfoundland, had introduced or passed legislation similar to the German Reparation (Recovery) Act.



A TYPICAL BOULEVARED TORONTO STREET.

zines. I was always very fond of reading, and much of what I know I learnt at that time, when between the serving of customers I had to watch the goods in the shop, and I whiled away my time by reading anything that came within my reach. By the time I was sixteen I had seen many of my girl friends, and plenty of Irish boys, too, leave their parents and their country to go to Canada to better their situation. Many of them wrote home to their people, sending money and glorious accounts of their doings, how easily they could get work, and the wonderful wages they could get. As time went on, and my sister was able to take my place, I decided to do as so many others had done, and take my chance; so I got in touch with the Canadian Government agent in Dublin, and decided to come right away. I was then nearly eighteen. I went with a whole party of girls under the care of a lady, who took us right through to Toronto to the Women's Hostel, and twenty-four hours after our arrival we were all in some position or other as servants, helps, or whatever else you like to call it. I cannot give you a glorious account of my first position in Canada. It was certainly not a bad one, but it was not a wonder! I had to work very hard and I did not have enough time to suit my purpose, so I just went to the Women's Hostel Secretary, who has since proved my very best friend, and I told her my story and how I was anxious to have some time for myself to go to evening classes and work up for a better position in the days to come.

"Well, the long and short of it was a change of place, a nurse-girl situation, which gave me plenty of time and leisure to map out my ambitious dreams. I worked for five years, and although I was never able to pass the examinations necessary to take up teaching as a profession, I was able to acquire all the knowledge required to give me the standing I wanted to start on my own. During those three years I had saved every penny of my salary and denied myself a trip home at Christmas. I had met in Toronto a very nice young woman, a fully qualified schoolmistress, who was governess to the daughters of a store proprietor in Toronto."

"This lady, who is still with me, had more learning than financial capabilities, and, although she had also saved a good

CANADIAN RAILWAYS' POSITION. G.T.R. and G.T.P. Finances.

Railway statistics issued by the Dominion Government show that only four minor railways in Canada paid dividends during the past year, in addition to the Canadian Pacific (says the Montreal correspondent of the *Daily Telegraph*), while the losses incurred by the Grand Trunk, Grand Trunk Pacific, and other Government controlled railways are already a familiar story which is creating continually growing uneasiness both with the Government and the public. The railway statistics showed that as a result of the application of the recent American wage awards to Canadian railways operating costs had greatly increased; salaries and wages in the past year amounting to 62 per cent. of the operating expenses. While there was a slight increase in passenger traffic during the year, freight traffic decreased nearly six million tons. The position of the railways, in view of the facts that are being shown at the Grand Trunk arbitration, is concentrating Canadian public interest on the consideration of the railway problem, in which the country is deeply involved.

Grand Trunk finances are now under examination in arbitration proceedings. An expert accountant, giving evidence, said the history of the road was one of growing deficits from its inception until the time when the road was taken over by the Government. Operating losses amounted to over \$4,000,000, while combined operating and interest losses from 1916 reached nearly \$47,000,000. The total guarantee of Grand Trunk Pacific bond issues by the Grand Trunk entailed an annual interest charge at par of \$27,702,000.

A proposal to drop the Grand Trunk from the national railway system and allow it to go into liquidation was broached at a Ministerial caucus as one alternative in the railway situation (says the Montreal correspondent of the *Morning Post*). It met with some support, but the general opinion favoured the agreement being carried through.

Interest Payments Withheld.

In reply to numerous enquiries, we are requested by the Grand Trunk Railway Co. to state that the Canadian Government has not yet remitted the money to meet Grand Trunk and Grand Trunk Pacific interest payments due April 1. The Board, we are informed, is in communication with Mr. Howard G. Kelley, the President of the Grand Trunk Railway, and, through him, with the Canadian Government at Ottawa on the subject.

With reference to the above announcement, the Toronto correspondent of the *Times* says it is believed that the Government is forcing an agreement to conclude the arbitration for the acquisition of the railway and its immediate consolidation with the National system. Unquestionably, however, there is a serious division of opinion in Parliament, and even among Government supporters, whether the country can even afford to continue the public operation of the railways. The difficulty is to find any alternative which the people will accept.

Grand Trunk Statement.

A semi-official statement was issued by the Grand Trunk Railway at Montreal on Tuesday (says the Toronto correspondent of the *Times*).

In this it is pointed out that the agreement with the Government provides for the control of the road to remain with the directors of the Grand Trunk until the final award has been made and the new Guaranteed stock has been issued in accordance with the award. The company takes the position that in view of specific provisions in the agreement the directors have no authority to hand over the possession of the road until the terms of the agreement are complied with, and is willing in all respects to carry out the agreement made between shareholders of the company and the Government. It is declared to be the opinion of counsel that if the arbitration is closed on April 9 Canada will remain liable all the time for all interest on the whole of the outstanding Debenture and Guaranteed stock of the company. It is insisted that it is not unreasonable to permit such an extension of time to complete the arbitration as may be reasonably necessary. It is further stated that the \$90,000,000 for which the Grand Trunk is asking, is required chiefly to take care of temporary financing done by the company immediately before and during the war, and not for loss arising from the company's operation.

Premier's Attitude.

Speaking at Montreal last Saturday, Mr. Meighen declared that the Government had taken over the railways not because they wished to do so, but because they were forced to undertake the task. He added that they would give the system a fair trial, at least, and if they could not make it a success someone else might. In reply to an enquiry by Dr. Beland, in the House of Commons, whether this foreshadowed the intention of the Government to return the railways to private ownership, Mr. Meighen answered in the negative.

Mr. Meighen, in the course of a statement in the House of Commons on Tuesday, explained (says the Ottawa corre-

spondent of the *Morning Post*) that the sale agreement provided for nine months to complete the arbitration. The Government believed that the company was dilatory in proceeding with the arbitration, and considered a time extension undesirable, unless the control of the railway was transferred to it. The arrangements for such a transfer not being made with any dependability on satisfactory results, further financing would be discontinued pending negotiations.

OBITUARY.

At Charlottetown.—Mr. Justice R. R. Fitzgerald, D.C.I. (74), a member of the Supreme Court of Prince Edward Island since 1892.

At Quebec.—Mr. Charles A. Parent (70), hardware merchant. At Montreal.—Mr. John McD. Hains (79), a well-known chartered accountant, son of Col. McD. Hains, R.A., and a native of Woolwich, who went to Canada in 1859; Mr. John Carroll (80), for 45 years connected with the firm now known as Hodgson, Sumner & Co.

At Toronto.—Dr. Robert J. Wilson (59), who was on the C.A.M.C. staff at Orpington during the war; Dr. Charles H. Riggs (63), dentist; Mr. James R. Mills (78), formerly a building contractor, a native of Lowestoft, Suffolk, and a successful marksman at Bisley; Mr. Marmaduke Wilson (80), born in India, formerly assistant Parliamentary Librarian; Rev. Dr. W. P. Dyer (68), formerly Principal of Albert College, Belleville.

At Kitchener, Ont.—Mr. Charles K. Hagedorn (63), president of the Suspender & Button Co. At St. Thomas.—Rev. W. F. Brownlee (55), rector of St. John's Anglican Church.

At Moosomin.—Mr. W. D. Hunt, a pioneer settler in the district.

"CANADIAN EXPORT PIONEER."

An important article in the current *Canadian Export Pioneer* deals with the possibilities of Canadian export trade with Ireland; and it is shown that, in spite of the present depression and disturbed condition of the country, there are even now opportunities well worth developing, and which would lead to an important export trade in the future. The transaction of business with Mexico is discussed in an article based on the report of Mr. Hugh Chisholm, Canadian Trade Commissioner; while the Canadian Chamber of Commerce in London forms the subject of the leading article, which emphasises the importance of the Chamber's receiving financial support from the Dominion Government.

In the "Notes of the Month" those concerned in export trade will find references to many matters of vital interest to them; and the other usual features of the *Pioneer*, such as "Business Introductions," "Export Trade Opportunities," and "Trade in Canada," are full of useful information.

The *Pioneer* is published by the Canada Newspaper Co., Ltd., the annual subscription being 10s. (\$2.50).

ALBERTA'S BEEF CATTLE.

The Hon. Duncan Marshall, Minister of Agriculture, announced in the Saskatchewan Legislature that a practical demonstration would be made in England in May or June of the type of beef cattle now being produced in Alberta. The Department of Agriculture would ship overseas fifty or sixty of the best beef steers that could be obtained, including the steers from the university that won honours at Chicago and Guelph. These would be shown at Birkenhead during the ten days in quarantine before they had to be slaughtered.

SOCIETY OF CANADIAN AUTHORS.

The officers and executive of the Society of Canadian Authors, recently incorporated, are as follows:—Hon. president, Sir Edmund Walker; president, Sir Robert Falconer; vice-presidents, Mr. J. Castelle Hopkins, F.R.S.; Principal Grant, Upper Canada College; Sir John Willison, Hon. Thomas Chupais and Sir Andrew Macphail, Quebec; Prof. Archibald MacMechen, Nova Scotia; Mr. Bliss Carman and Ven. Archdeacon W. O. Raymond, New Brunswick; Miss L. M. Montgomery, Prince Edward Island; Rev. Dr. C. W. Gordon, Manitoba; Mrs. Arthur Murphy, Alberta; Mr. Bernard McEvoy and Mrs. Julia Henshaw, British Columbia; secretary, Mrs. Frank Egerton; treasurer, Mr. G. H. Locke; Executive: Prof. J. C. McLean, Prof. Pelham Edgar, Right Rev. Bishop Reeves, Rev. Dean Harris, Mr. A. E. F. Smythe, Mrs. J. W. F. Harrison, Mrs. Verna Sheard, Mr. W. D. Lighthall, Mr. W. W. Wood, Miss Blanche L. Macdonnell.

The Imperial Maritime League is to be dissolved as from May 31, owing, it is stated, to lack of interest in the policy of a big Navy, which the League existed to advocate.

The demobilisation of the remaining Canadian overseas forces in Europe is now taking place, and the men are being returned forthwith to Canada. The whole of the arrangements as from April 1 are being dealt with in the High Commissioner's office.

PURELY PERSONAL

All communications for this page must be duly authenticated, and should reach us on Tuesday morning before the date of publication

The Earl and Countess of Minto, Lady Rachel Cavendish, and Lady Margaret Scott arrived from Canada on April 1 by the R.M.S. *Empress of France*. On the same day the Marquis and Marchioness of Hartington and Lady Maud Macintosh left en route for Ottawa by the *Imperial*.

The Imperial Ministerial changes announced last Saturday include the appointment of Sir Philip Lloyd-Graeme, K.B.E., M.C., M.P., to be Director of the Overseas Trade Department; Lt.-Col. I. C. M. S. Amery, M.P. (brother-in-law of Sir Hamar Greenwood), to be Parliamentary and Financial Secretary to the Admiralty; and Major the Hon. E. F. L. Wood, M.P. (son of Viscount Halifax), to be Under-Secretary for the Colonies.

Lt.-Col. Sir Malcolm Murray, K.C.V.O., C.B., and Col. Sir Edward Scott Worthington, K.C.V.O., C.B., C.M.G., have been appointed Companions of the Order of the Indian Empire for services rendered in connection with the visit of the Duke of Connaught to India.

Mr. James C. Tory, superintendent of agencies of the Sun Life Assurance Co., Montreal, and member of the Provincial Legislative Assembly for Guysborough, has been appointed a member of the Provincial Government of Nova Scotia without portfolio. He was first elected for Guysborough in 1911, and was re-elected at succeeding general elections in 1916 and 1920.

Sir John and Lady Hendrie, of Hamilton, who have been some time in South America, are en route from Buenos Aires for Southampton, and expect to spend some months in England.

Sir Vincent Meredith, president of the Bank of Montreal, accompanied by Lady Meredith, arrived in Paris last week for a fortnight's stay. After that they will be at the Ritz Hotel, London, before returning to Canada by the *Aquitania* on May 14.

Sir Frederick and Lady Orr-Lewis and Miss Mary Graham Orr-Lewis, who have been spending the season at the Villa Beaulieu, Cannes, will shortly leave for Paris, where they will spend a few days before returning to Whitewobbs Park. Miss Helen Orr-Lewis, who is staying on with Lady Coates, will return to Whitewobbs about the middle of the month.

We are glad to announce that Col. P. Pelletier, Agent-General for Quebec, who was taken ill suddenly on Good Friday, is now progressing favourably toward recovery, though still confined to his residence, 25, Queen's Gate Terrace, South Kensington.

Mr. John Howard, the Agent-General for Nova Scotia, and Miss Howard entertained Mr. and Mrs. E. M. Macdonald and Mme. Ter Assaturaff, Mr. and Mrs. Reid, of Newfoundland, and Major J. A. McDonald, to dinner at the Hotel Cecil on Monday evening.

Mr. and Mrs. H. C. Cox, of Toronto are staying at Bath.

Mr. and Mrs. A. C. Stead, of Montreal are staying with Mr. and Mrs. E. H. F. Shield at The Mint, Upper Grosvenor Reigate.

Mr. A. B. Calder who was recently promoted to the Executive Staff of the Canadian Pacific Railway, Montreal, has arrived in London, and is staying at the Piccadilly Hotel.



SASKATCHEWAN'S NEW LIEUTENANT-GOVERNOR, His Honour H. W. Newlands.

Sir Alexander Mackenzie, who is a Director of the Canadian Bank of Commerce and President of the Brazilian Traction, Light & Power Co., has returned to London from Rio de Janeiro.

The Hon. P. J. Paradis, a member of the Quebec Legislative Council, and proprietor of the Cie. Manufacturière d'Amiante, is at the Hotel Victoria. He is accompanied by his wife and daughter.

Mr. A. D. Langmuir and his daughter, Miss Mary Langmuir, have arrived to spend six weeks in England and the South of France.

The Founder's Medal of the Royal Geographical Society has been awarded to Mr. Vilhjalmur Stefansson for his distinguished services to the Dominion of Canada in the exploration of the Arctic Ocean.

A dinner is to be given by the Canada Club on Tuesday, April 19, at the Savoy Hotel (7.30 for 7.45) to Mr. J. G. Colmer, O.M.G., on his retirement from the position of hon. secretary of the club. Sir George Perley will preside.

Sir Campbell Stuart and Mrs. Ernest Stuart sail for Canada on the *Empress of Britain*, on April 30, and will be at the Ritz-Carlton Hotel, Montreal, for a few weeks.

Mr. H. B. Thomson, formerly Food Controller of Canada, and now a member of the Newfoundland Railway Commission, is in London.

Mr. Elizabeth McKinn, of M.
The Avenue M.C.
Miss Helen McKinn, is in Italy.

Arrived from Canada by the M.
Mr. and Mrs. F. J.
Barrow (Victoria), Mr. and Mrs.
Banning (Montreal), Mrs. R. C.
Victoria), Major H. R. M.
O.B.E., M.C. (Winnipeg), Mr.
White and the Misses White (St. J.)

Mrs. W. G. Ross of Montreal with her two sons, Mr. Philip Ross and Master Gillies Ross, has arrived by the *Empress of France*, for a six weeks' trip to England and France. After two weeks in London Mr. Philip Ross will sail for South Africa, and will not return to Montreal until July.

Among the arrivals by the R.M.S. *Empress of France* on April 1 were Mr. Frank Ahearn, Mr. C. H. Cahane, K.C. and Mrs. Cahane, Mr. J. W. Cairns, Mr. G. H. Duggan, Mr. A. H. Carson, Mr. A. D. Langmuir and Miss J. Langmuir, Mr. F. E. Meredith, K.C., Mrs. H. B. and Miss Powell, Mr. H. T. Shaw, Capt. S. V. Paterson, and Mr. Andrew R.

Among the departures for Canada by the R.M.S. *Corsican* were Col. J. S. and Mrs. Campbell, Major W. R. Haight, Mr. J. Tudhope; per *Victorian*, Mr. P. Gemmell, Mrs. N. Hope, Mr. W. F. Hotherington, the Hon. Mrs. H. Lubbock, Lt.-Col. F. Massey, Mr. A. S. Maynard Mr. L. C. Ogilvie, and Major R. C. Sweeny.

ENGAGEMENTS AND MARRIAGES.

Mr. and Mrs. W. J. Wells, of Montrose Avenue, Westmount, P.Q., announce the engagement of their youngest daughter, Jean MacAdam, to Mr. Harold Parks, son of Mr. and Mrs. W. B. Parks, of St. John, N.B.

Mr. and Mrs. William Chandler announce the engagement of their daughter, Florence Phyllis, to Mr. William H. Hodgkin, son of the late Mr. W. H. Hodgkin and of Mrs. Hodgkin, of Montreal. The wedding will take place quietly in April.

The engagement is announced of Yvonne, eldest daughter of the late Mr. Henri Dorion and Mrs. Dorion, of Montreal, to Mr. A. J. H. Dubuc, K.C., of Winnipeg, Chevalier de l'Ordre de la Couronne, Consul for Belgium, and eldest son of the late Sir Joseph Dubuc and Lady Dubuc, of Winnipeg. The marriage will take place on April 14.

The marriage took place at the Cathedral, Victoria, B.C., on March 30, of Major F. V. Longstaff, third son of the late Lt.-Col. Longstaff, of Wimbledon, to Jennie Long, younger daughter of the late F. W. McCulloch and Mrs. McCulloch, of Victoria, B.C.

Mr. and Mrs. W. S. Weldon, Montreal West, announce the engagement of their daughter, Elizabeth Catherine, to Mr. John Keith Milne, son of Mr. and Mrs. J. J. Milne, of Montreal West. The marriage will take place this month.

A marriage has been arranged, and will shortly take place in Shanghai, between Capt. Ronald Dare Gillespie, late 3rd Gordon Highlanders, sixth son of Mr. and Mrs. Geo. Gillespie, of "Highwood," Victoria, B.C., and Kathleen, third daughter of Dr. and Mrs. F. B. Little, of "The Orchards," Avsham, Norfolk, England.

FROM EAST TO WEST

ONTARIO



PROVINCE.

OTTAWA.—In answer to a question by Dr. Michael Clark, the Minister of Finance stated that eleven individuals paid income tax on incomes of \$200,000 or over during the last fiscal year.

The Royal Canadian Mounted Police estimates show a decrease of \$1,146,495, the total this year being \$3,527,570, as against \$4,674,066 last year.

—Capt. R. J. Manion, M.P., speaking before the Kiwanis Club here, said that while it might be a good thing if Canada only had one language, the fact was that she had two, and there was no chance of getting rid of either. He pointed to Switzerland and other prosperous and united countries where more than one tongue was spoken, and said that two languages in this country need not be a block to progress.

—Mr. J. R. Booth notified his customers that the price for newsprint from April 1 to December 31 this year is to be 5 cents per lb. The price up to March 3 was 64 cents, and last year it was 6 cents. Before the war newsprint was bought for less than 2 cents per pound.

Tobacco growing is an increasing industry in Canada, and 1920 was a record year with 53,114 acres planted and a production of 48,088,500 lb. Ontario's 20,114 acres produced 21,688,500 lb., and Quebec's 33,000 acres 26,400,000 lb. This does not include the production of British Columbia.

TORONTO.—On March 4 six Canadians were invested with the Distinguished Flying Cross by the Lieut.-Governor at the Aero Club, viz., Major Cecil J. Clayton, Capt. J. H. Forman, Second Lieut. Frank Bicknell, Lieut. K. D. Marshall, all of Toronto; Lieut. D. S. Carrye, St. Thomas, Ont., and Second Lieut. H. G. Thompson, Belmont, Ont. The Crosses were given for "distinguished flying in the face of the enemy" in France a short time before the Armistice was signed.

—The Ontario Educational Association has passed a resolution urging the Government to establish a Court of Reference for the adjustment of disputes between teachers and boards of trustees.

—The Premier announces that the number of civil servants had increased from 5,655 at the end of 1919, to 6,025 at the end of last year, due to enlarged medical staffs in public institutions, the personnel needed for enforcing the Temperance Act, and more employees in the Highways Department.

—Major-General Williams announces that Lieut.-Col. (Brig.-Gen.) J. A. Gunn, C.M.G., D.S.O., has assumed temporary command of the Queen's Own Rifles of Canada, owing to the resignation, due to ill-health, of Lieut.-Col. G. C. Royce.

A huge skating and hockey arena is to be built by the University of Toronto, with a capacity of 7,000, and to cost \$450,000.

Bondbentures of \$4,000,000 will be issued by the city of Toronto to carry on the local harbour development work.

LONDON.—In the election held here to fill the vacancy in the City Council created by the death of Ald. Moorehead, Mr. S. J. Childs was elected over Mr. J. McDonnagh, Labour, by a majority of 1,595.

PORT HOPE. On March 19 this town suffered severely from floods as a result of an exceptionally heavy rain, and the total loss is estimated at \$100,000. The Ganaraska River, which ordinarily is a modest stream, became a raging torrent, and rushed through the business section of the town.

SUDBURY.—The International Nickel Co., at Copper Cliff, has made a general reduction of 15 per cent. on all pay-roll rates in the mining and smelter division, effective on April 15 next. Married men are not affected. At present there are 300 part-time men at the International Co.'s smelter and mines, a full-time force of 700 being maintained.

CAYUGA.—The High School building has been destroyed by fire. The building was about fifty years old.

SAULT STE. MARIE.—Announcement is made that the contract for the new Court House here has been let to Stuart and Sinclair, of Hamilton. It is understood that the building will cost about \$300,000.

QUEBEC



PROVINCE.

QUEBEC.—On March 19 Sir Charles Fitzpatrick, the Lieutenant-Governor, prorogued the Legislature after a session of ten weeks. The outstanding matters before the Legislature were the liquor law and legislation regarding the city of Montreal, including the creation of a Metropolitan Commission; also the Public Assistance Law, by which charities are placed on more or less of a public basis, and two-thirds of their income will come from the Government and municipalities, though the actual direction will be by the institutions themselves.

—On March 17 Members of both Houses of the Legislature presented the Premier (Hon. A. L. Taschereau) with a piece of sculpture, the title of which was "Redemption," picturing a young mother with a babe in her arms. The Hon. Adelard Turgeon, Speaker of the Legislative Council, and the Hon. J. N. Francoeur, Speaker of the Legislative Assembly, joined in the presentation in the presence of a gathering which included Mme. Taschereau.

The Dominion Government will spend a sum of \$250,000 this year in improving the local harbour facilities, states Sir David Watson, chairman of the Quebec Harbour Commissioners.

MONTREAL.—Dr. C. M. Hincks, of Toronto, addressing the Canadian Club here, stated that the cost to the Dominion of mental abnormality, through the avenues of crime, disease and pauperism, amounted to \$13,000,000 a year, and he claimed that there are 160,000 mental defectives who contribute to crime, prostitution and disease. Dr. Hincks is secretary of the Canadian National Committee for Mental Hygiene.

—The *Standard* states that the Strathcona residence on Dorchester Street West has been sold to the Knights of Columbus for \$325,000. Lord Strathcona kept up this residence during his stay in London, returning to it every year for a brief period.

NEW



BRUNSWICK.

FREDERICTON.—The Farmers' and Dairymen's Association of New Brunswick has elected as president Mr. Arthur J. Gaudet, of St. Joseph, Westmorland County. The office has seldom been filled by an Acadian, and the French-speaking delegates appreciate the honour conferred upon them. The establishment of a second experimental station in New Brunswick in one of the north shore counties and the removal of amusement tax from admission fees to agricultural fairs were requested by the Convention.

—After the Premier had reviewed the work of his Government and declared that he had refused to enter into negotiations with the farmers of Carleton and Victoria Counties for their support in the legislature, the Speech from the Throne was adopted without a division. The Superintendent of Education tabled a report that showed there were 72,899 scholars on the rolls of the schools, a gain of 2,400 in the year, but there was a shortage of teachers, numbering between 150 and 200. Mr. Reid McManus has been elected Chief Whip.

The Hon. William Wilson, Judge of the County Courts of York, Sunbury and Queen's Counties, has retired on superannuation allowances.

ST. JOHN. The "town manager" system of municipal government is growing in favour in this Province, the latest community to consider the matter being the capital city of Fredericton. Woodstock has had a "town manager" for a year, and the result is said to have been very satisfactory. Advocates of the "town manager" assert that under his direction cheaper and more efficient regulation of the municipality is possible than under the aldermanic majority system.

ST. STEPHEN.—The Sampson Garage here was destroyed by fire on March 19, with a loss of several thousand dollars. There were many automobiles stored in the garage.



NOVA



SCOTIA.

HALIFAX. Legislation to facilitate the widening of the sources of revenue of the Province, the further extension of the public health programme, and mothers' pensions is expected during the session. The Provincial Legislature now sitting contains 43 members, of whom 29 are supporters of the Murray Cabinet; the Opposition comprises 3 Conservatives, 6 Farmers, and 5 Labour representatives.

—The 300th anniversary of the granting of the charter of Nova Scotia to Sir William Alexander by King James I. will be celebrated at Annapolis Royal, the ancient capital of the Province.

—The Hon. Robert Irwin was re-elected Speaker for the fourth consecutive time.

—The rock salt deposit being developed at Mulgash is proving a valuable Provincial asset, and it is finding a ready sale among livestock men and farmers.

TRURO.—The plant of the Truro Steel Co., Ltd., has been sold by the sheriff for \$25,000. The successful bidder was Mr. C. W. Montgomery, broker, acting for the Halliday Co., Ltd., of Hamilton, Ont. It is understood the Halliday Co. will use Truro as a distributing point. The Truro Steel Co., Ltd., was organised during the war, and made a large number of shells. Some time ago foreclosure proceedings were begun on behalf of the bondholders.

MANITOBA



PROVINCE.

WINNIPEG.—On March 18, in his Budget speech, the Hon. Edward Brown, Provincial Treasurer, announced increased automobile licence fees, an increased tax on unoccupied lands, and extension of the Corporations Taxation Act to impose a tax of 1 per cent. on gross profits of all incorporated companies. The actual increase in consolidated expenditures for 1921 will be \$922,800 over 1920, due to the fact that accounts of the Provincial telephone system have been eliminated from the Budget and placed under a separate head. Mr. Brown informed the Legislature that expenditures for 1920 were \$10,942,508. The year's estimates called for \$10,123,667. The actual deficit in current expenditures over revenue was \$450,336. Estimates were over-expended by \$819,141, and revenue increased by \$547,000. Mr. Brown indicated that he would endeavour to negotiate future loans in Canada rather than in the United States. The year's deficit was credited to \$138,000 spent in fighting grasshoppers, to increases in widows' pensions and school grants, and other unexpected items.

—More than 4,000 persons attended a great house-warming party and dance to celebrate the opening of the new T. Eaton Company building, Unit No. 2, Donald Street and Graham Avenue. The party took place on the eighth floor of the new Graham Avenue building.

SASKAT.



CHEWAN.

REGINA.—Regardless of the slump which the pure bred industry has suffered in the last twelve months, an average price of \$208 was obtained for 23 Aberdeen-Angus bulls, as against the 1920 average of \$203, at the pure bred sale here. Top price on bulls was paid by Mr. A. G. Baine, Tuxford, Sask., for Joker of Prairie Range, a smooth, weighty two-year-old of splendid breed type, contributed to the sale by J. E. Good and Sons, Fillmore, Sask. The runners up in the bidding, Olmstead Bros., Sinitahua, secured the second highest priced animal, a McGregor bred bull, for \$500. This bull was likewise contributed by Good. Mr. D. Hague, Regina, paid \$500 for Rhoda Queen Hengsveldt and Mr. C. W. Thurston \$400 and \$345 for two more, all from the herd of Mr. F. L. Acres, Qu'Appelle, Sask.

—Mr. Murdo Cameron, M.L.A. for Saskatoon County, was unanimously elected president of the Saskatchewan Rural Municipality Association at the convention held here.

SASKATOON.—On March 14 a fire swept the town of Swanson, near here, destroying eight or nine buildings and causing large property loss.

MOOSE JAW.—Spring farming operations began in the Radville district last month, and farmers in some localities were able to get on the land with discs owing to the mild winter.

ALBERTA



PROVINCE.

EDMONTON.—The departmental store, stock and building of Crummy Bros., Ltd., Grande Prairie, was destroyed by fire on March 18. The loss is estimated at \$100,000.

—The all-steel aeroplanes to be used for transporting men and supplies to the Fort Norman oilfield during the summer have been tested. Both machines will be fitted out with skis, it being found that they can take off quite as well on skis as on wheels.

—The Pembina Coal Mine, on the C.N.R. west of Edmonton, had an output of 146,696 tons last year, an increase of 36,000 tons over 1919. This increase is larger than the entire quantity mined in 1915, a fact which illustrates the development of the coal mining industry in this Province.

CALGARY.—With the mercury standing at 31 degrees below zero at 7.30 a.m., Saturday, March 12, proved to be the coldest day occurring in Calgary this winter. The coldest point reached in March, 1920, was 25 below zero.

—By the will of the late Mr. I. Peter Willoughby King, for many years sheriff here, his whole estate, consisting of war bonds, real estate, and other assets, valued at \$257,382, will be devoted to the erection, furnishing, and maintaining of a home for deserving poor, both women and children, in the Province.

BRITISH



COLUMBIA.

VICTORIA.—Industrial wages increased, hours of labour were somewhat reduced, and the habit of striking was uncommonly prevalent last year, according to the report of the Department of Labour. The average wage for adult male wage-earners was \$31.51 per week, as compared with \$29.11 for the previous year. There were 69 labour disputes during the year.

VANCOUVER.—The growth in prosperity of every branch of industry in British Columbia during 1920, forms the main feature of the annual address of Mr. W. J. Blake Wilson, President of the Vancouver Board of Trade. Lumber, particularly, has been in the limelight, an increase of 73,000,000 logs having been cut over the previous record in 1919, while the value has increased to \$92,628,807, as compared with \$70,285,000.

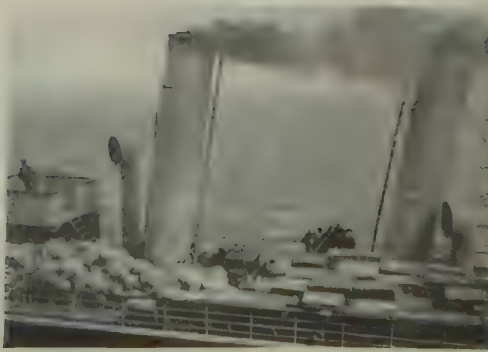
—In April, 1918, lump coal cost the people of Vancouver \$8.80 a ton, while in January, 1921, it was \$15. The average increase in Nanaimo was \$3.42; Fernie, \$1.97; Calgary, \$3.60; Edmonton, \$2.87 and Regina, \$3.90.

—The freighter *Kurland*, 16,000 tons, handed over to Great Britain by Germany, has been purchased from the British Shipping Ministry by the Canadian Robert Dollar Co., and will be added to the New York-Vancouver-Orient service.

Mr. R. S. Somerville, editor of the *Vancouver World*, has been elected chairman of the board of Vancouver General Hospital. Mr. Somerville was formerly assistant editor of the *Montreal Star*.

Col. J. E. Leckie, C.M.G., D.S.O., O.B.E., is the new president of the B.C. division of the Canadian Institute of Mining and Metallurgy, succeeding Mr. E. E. Campbell, of Anxox.

On March 20 the \$1,000,000 plant of the Howe Sound Mining and Smelting Co., at Britannia Beach, B.C., was destroyed by fire. The president of the corporation is Mr. E. B. Schley, of New York City.



LANDING MAILS AT RIMOUSKI

THE
OPENING
OF
NAVIGATION.



THE ICE-BREAKING CAR



THE CANADIAN GOVERNMENT'S ICE-BREAKER "LADY GREY."



BOW VIEW OF A



THE FLOTTING DOCK, THE FLOATING DOCK AT MONTREAL, WITH THE ICE BREAKER "LADY GREY" AND A PASSENGER LINER.



PRINCE EDWARD ISLAND

The Ice in the
St. Lawrence
Has Broken Up
Earlier than at
Any Time
During the Last
Forty Years.



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ICE-BREAKER.



Grand Trunk

FREIGHTERS PASSING THROUGH THE LOCKS AT SAULT STE. MARIE.

[Photograph



A REID NEWFOUNDLAND STEAMER OFF THE COAST OF THE ISLAND

CANADIAN PRESS VIEWS.

Canada and the Empire.

"We do belong to the British Empire. We mean to continue in the Empire. We have made sacrifices for the Empire, and would make further sacrifices if that should be necessary. But the Throne has just that relation to Ottawa that it has to London, and when Canadian delegates go to Imperial Conferences they will go to consider not only what is best for Great Britain, or what is best for Canada, but what is best for the whole Empire in which each British nation has equal authority and as to which each has equal responsibility for its dignity, unity and permanence."—*Montreal Star*.

A Naval Holiday.

"Hon. T. A. Crerar advises that Canada take a naval holiday for five years. What about waiting until the country's present naval holiday has come to an end? So far as naval service worthy of the name is concerned, Canada's whole lifetime has been one long play-spell. Upon a naval career this country has yet to make a serious beginning. To talk of the small and few warships to the ownership of which the Dominion became committed in 1910 and of the vessels bestowed by the Mother Country on Canada last year as formidable armament, and as showing a war spirit to which the cooling influence of a five-year naval holiday is needed, is to talk balderdash."—*Toronto Mail and Empire*.

Canadian Representation at Washington.

"It should not be difficult for the Federal administration to find an acceptable Commissioner, and since party lines are much more lightly held than they once were, the present administration would make no mistake if it appointed Hon. Rodolphe Lemieux himself to the office. There is no question as to the distinction which he would impart to the inevitable social duties of the office; and his general knowledge of the interests of this country is wider than that of most Canadians. To any churl who might object to such a choice on the grounds of race and creed, it may be pointed out the fealty of Mr. Lemieux was proven by the sacrifice of his only son to the cause, not only of the British Empire, but of human liberty. It is a matter of gratification that an eminent French-Canadian should be the authentic voice of British opinion on the subject of Canadian representation at Washington."—*Toronto Saturday Night*.

The British Embargo.

"The removal of the embargo should not be regarded as a cure-all, and will probably benefit farmers in the Maritime Provinces more than it will benefit farmers in Ontario. For some years past we have done a lucrative business with the United States in live cattle, and now that it is possible that within a short time she may put such a tariff on live cattle as to wipe out this trade entirely it is certainly desirable to offset this as far as possible by opening up the British market. At present the high ocean freight rates militate against any large shipment of cattle to Great Britain, but ocean rates are dropping daily, and it is entirely probable that within a comparatively short time rates will be such as to make the shipment of live cattle a profitable undertaking."—*Canadian Countryman*.

The Coming of Spring.

"Legend finds the coming of spring in the antics of the groundhog and the bear, and the naturalist in the budding of plant life and the twittering of birds, but in the city our best sign that 'spring comes slowly up this way' is the sight of a tired business man packing a bag of golf clubs to his car at three-thirty in the afternoon."—*Calgary Herald*.

Short and Sweet.

"Do our good friends on the farm not realise that Daylight Saving is the only plan yet devised to make the city man get up early?"—*Ottawa Journal*.

"If things do not improve in Ireland soon we suggest to President Beatty, of the C.P.R., that he send Col. George Han to the Emerald Isle to get the Irishmen into better humour. If that fails, Ireland is hopeless."—*Calgary Herald*.

"Canada has no quarrel with anyone, has no chip on her shoulder, has no desire to butt in anywhere she is not wanted, and only desires to be able to go ahead and saw wood. To the rest of the world she would say, 'Go thou and do likewise.'"—*Manitoba Free Press*.

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A CANADIAN BANK AND ITS STAFF.

Services of the Officials of the Canadian Bank of Commerce in War and Peace

THE part played by the young men of the Canadian Bank of Commerce is being placed on record in a permanent and fitting form in "Letters from the Front," the first handsome volume of which has just been published. Upon its character and appearance all concerned are to be warmly congratulated.

"Nowhere in the Dominion," says Sir John Aird, the general manager, in an introduction to the volume, "was the call of duty more resonantly heard than in the Canadian banks. From our own institution 400 of our best young men went forth in the first year of fighting, and all through the war, when a steady stream of recruits was needed to give Canada's effort in France and Flanders its required strength, the exodus from the Canadian Bank of Commerce continued in full measure until over 1,700 men had enlisted from our service. . . . The Canadian Bank of Commerce had truly a 'far-flung battle line,' for in the war her soldiers fought on every front on which British arms were represented, and we

Victoria Cross was won by the late Sec. Lt. Edmund de W. Bothwell, Royal Irish Rifles, from Edmonton, and was mortally wounded at the I. Courcy Redoubt, near Gravelotte, on March 21, 1915, while playing 'valour' self sacrifice order.

The difficulties involved in the gradual depletion of our staff of men," says Sir John Aird, "presented a problem hitherto unknown, and in the case of the banks, as in that of all of Canada's organizations of commerce and industry, the women of our kind came to the rescue. Right nobly did they buckle to their task, and through their devoted labours our young men were freed for active service, and the business of a nation at war went on. . . . There were many on our staff who were denied the privilege of military service through weight of years or ill health, and some there were whose responsible duties demanded that they remained at an inglorious desk. Yet ever during the campaign did they who remained behind enter in their hearts their younger and more virile brethren who were adding glorious pages to the history of our race in France and Flanders. Since the fighting ceased, our officers have been returning to the peaceful round of the branch bank office. They have taken up their duties with quiet confidence and efficiency has marked their every act. We welcome their return, and our endeavour shall be that they who went forth that we might live shall now find that the rightful meed of the nation's defenders will ever be theirs."

A Bank with a Tradition.

This fighting record of the bank is in every way worthy of its history ever since its establishment. How remarkable has been its development, and how notable the position it has attained, have been recalled in the account of Sir Edmund Walker's activities, furnished by Dr. Charles Colby, as a supplement to the illuminated book presented to the President by the board of directors on the celebration of the jubilee of his connection with the bank.

"What he has wrought for the Canadian Bank of Commerce," said Dr. Colby, in the course of that tribute, "is not only writ large upon the face of that institution, but extends throughout the whole structure to its very foundations. Yet all the effort which this result implies is only one of the many forms through which his versatile, untiring, and constructive imagination has found expression. . . . Viewed as an institution of national and international status, the Canadian Bank of Commerce is his monument. To say this is not to disparage the contributions of others who collaborated in a great task with loyal zeal and eminent ability, but by common consent it was Sir Edmund whose leadership enabled the bank to fill the place that his own clear-sighted vision had marked out for it in days of doubt and trial. 'An institution,' says Emerson, 'is but the lengthened shadow of a man.' Nor is this saying less true in the field of finance than in that of politics or of morals. Through his own vigorous and sympathetic personality, Sir Edmund was enabled to endow the bank with a tradition that it can never lose while those remain who have been inspired by his own doctrine and example—the tradition that an institution can only function through the minds and souls of the individuals who are united for common service through the forms which it provides."

"Drawing strength from this practical and vital principle, the bank, under Sir Edmund's guidance, has become an institution which is distinguished throughout by the responsiveness, self-respect, and high purpose of its members—a community pervaded by healthy individualism, yet conforming its actions to method and law. In shaping the structure nothing has been left to accident, caprice, or favouritism. The bank is a living, healthy, beneficent organism, because from the first Sir Edmund knew how men of the right type could be drawn to its staff, and how, when once enlisted, they could be retained. Always behind one capable official stands another, ready to succeed to the responsibility, when it may be. Nor has this happened through accident. It represents the spirit which Sir Edmund has communicated from his own being to an institution that touches the life of the world through five hundred branches."



HEAD OFFICE OF THE CANADIAN BANK OF COMMERCE, TORONTO.

trust that these letters from trench, billet and prison camp, captured objective, and hospital ward, will prove of value to all who desire first-hand impressions of the fields on which Canada's sons have won immortal fame."

The "Letters from the Front," which were originally edited by Mr. C. L. Foster, Staff Inspector of the bank, for the eleven pamphlets bearing a similar title, published from time to time during the war, have been supplemented and incorporated in this volume by Mr. W. S. Duthie, each living writer having been approached for additional facts and explanations, and the best known sources having been explored for information in the case of letters whose writers made the Great Sacrifice. They are arranged in chronological order, and are full of interesting and graphic details such as are only available in private correspondence. Not only will they be prized by all connected with the Bank of Commerce, but they have a general value as a record of the bravery and endurance of Canadians who served with the O.M.F.C. or the Imperial Forces—a value that will undoubtedly be enhanced as time goes on.

A feature of the volume is the series of portraits of members of the staff of the bank who gave their lives in the war, and of those who were decorated or mentioned in despatches. Of the 1,701 who undertook war service, 258 laid down their lives, while many were maimed and few escaped wounds. The honours won include every award in the British list "for service in the field," and not a few foreign decorations. The

In Ayr Sheriff Court last week an application by Lt. Thomas Nangle, acting for the Government of Newfoundland for warrant to disinter the bodies of 11 men of the Royal Newfoundland Regiment who died on service, and were buried at Ayr Cemetery, was granted. The graves, which were scattered, are to be concentrated. A memorial will be erected by the Government.

CATERING FOR THE CANADIAN MARKET. Rivalry of British and American Goods.

That there exists in Canada a strong desire to increase the volume and value of imports from the United Kingdom is becoming more manifest from year to year (points out the *Board of Trade Journal*). Canadian imports from Great Britain for the twelve months ending December 31, 1920, amounted in value to \$231,479,294. Canadian imports from the United States of America during the same period amounted in value to \$921,625,825. Startling as is the disparity for the calendar year just ended, the figures for the fiscal year which terminated March 31, 1920, were much more serious—American goods received into Canada during the fiscal year in question being valued at \$801,097,318, whereas the total value of British products was only \$126,362,631.

That these conditions should exist despite the favourable tariff concessions granted by the Dominion of Canada to the British producer, and in the face of the conditions of monetary exchange that have obtained throughout the period in question, should provide the British manufacturers with much food for thought. Mr. Charles A. Cooke, secretary-manager of the Regina Board of Trade, advocates, in a message to the United Kingdom Trade Press, the carrying of stocks in Canada as one of the most helpful steps to reduce the margin in favour of non-British goods.

With Canadian exchange at a premium in London, while it is at a discount in New York, the Canadian buyer would logically buy at the British factory. Why, then, Mr. Cooke asks, does he spend one dollar in Great Britain while his purchases in the United States amount to exactly four dollars? In other words, why is the American salesman securing Canadian orders to the value of four dollars, while the British producer is selling to this country one dollar's worth of his marketable wares?

It is undoubtedly true that the United States is furnishing Canada with divers goods that cannot, for climatic and other reasons, be produced in Great Britain, but this does not account for the tremendous disparity revealed by the official Customs figures.

An Explanation.

The explanation, Mr. Cooke states, is that the nine hundred millions quoted above do not represent the value of American goods imported directly by the Canadian consumer. What they do represent very largely is the value of commodities imported into Canada by Canadian branches of American factories, for purposes of distribution to the Canadian consumer.

The system adopted by the American producer in catering to the Canadian market does not stop at sending a travelling salesman into the Dominion, or even at establishing a selling agency. What the American manufacturer does is to erect or rent a distribution warehouse from which to serve the territory in which is located the market he has in view. He lays down a full stock of his wares, and places a competent sales manager in charge. This method not only relieves congestion at the factory, but enables him to effect sales with the minimum of delay and transportation expense, for it should not be forgotten that a much lower rate obtains on Canadian railways for bulk traffic than for small shipments.

The essential point, however, is expedition in filling orders. The Canadian retailer who desires to replenish his stock is not obliged to send in an order to the factory in the United States. He simply gets into touch with the nearest Canadian branch of the American house with which he desires to do business, and a couple of days later he receives delivery of his goods.

It is in this phase of the question that the British manufacturer is failing to hold his own in the Canadian market. Long distance merchandising is impossible in the face of nearby competition. To depend solely on the British factory would entail the carrying of an excessively heavy stock, with the concomitant vexatious delay occasioned by a long ocean and overland haul. Mr. Cooke, therefore, is of opinion that if the British manufacturer is to compete on anything like even terms with his American rival in the Canadian market he must of necessity take the essential step to eliminate distance. This can be done only by the adoption of tactics similar to those employed by the American producer.

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NEW IMMIGRATION QUARTERS AT ST. JOHN.

THE most complete, up-to-date terminal accommodation on the North Atlantic seaboard is now installed on the west side of St. John harbour. This new terminal, just completed, provides everything for the comfort and convenience of the man, woman, and child arriving in the New World from the Old.

The difficulties of the past in handling an abnormal passenger traffic service have been completely overcome by the



EXAMINATION ROOM AT THE IMMIGRATION QUARTERS, ST. JOHN.

installation of the most modern plant. The superiority of the new passenger accommodation lies mainly in the provision for the continuous handling of passengers through immigration, baggage, ticket assembly and other departments without the necessity for exposing travellers to the weather and without inconveniencing them in journeying to and fro in tiresome dock sheds.

Ample accommodation is provided for baggage (from the largest class of ships) to be spread all at one time on the

and passengers entrained from the opposite side, with lockers provided at frequent intervals on both sides. This last room being electric lighted, steam heated, and well ventilated has proved to be a valuable factor in rapid embarkation on the waiting train.

In the designing of the new immigration quarters, every consideration has been paid to the comfort of the incoming settler to Canada. The social side has not been overlooked, in so far as arrangements are made that the British-born women, as well as the men, have their dormitories and quarters, while the foreign-born men and women have equal comforts and advantages in their individual quarters. Throughout the buildings there is splendid interior workmanship. The floors are in hard wood, polished, while the walls and ceilings are in Pedlar metal sheeting, harmoniously painted in two shades of grey. The heating, lighting and ventilating systems are carried out in white and silver. As a result, the building as a whole is comfortable, bright, and sanitary.

Passengers are landed from the ship's gangway on the floor of wharf shed No. 3, entering an inclined covered passageway. This passageway is provided with handrails and the floor covered with rubber matting. In the Immigration Hall separate examination rooms are provided for both Canadian and U.S. Services. After examination the passengers emerge into the Railway Ticket Hall, where tickets can be obtained for both the Canadian Pacific and the Canadian National Railways, and telegrams sent. Refreshments can also be purchased for the train journey by those who do not wish to make use of dining cars. After this the passengers enter another covered passageway, which leads them across the tracks at high level, and then down an inclined rampway into the middle of the baggage shed. Baggage is brought ashore and placed in the baggage shed before passengers are landed, and then baggage can be claimed, examined and checked as soon as ticketing is completed.

The waiting room is 113 ft. by 52 ft. wide, provided with seats around the walls in the form of three sides of a square in each structural bay, with seating capacity for 300 persons. Toilet accommodation of modern sanitary type is provided, and also a nursery fitted with cots and chairs. The nursery is operated by the Red Cross Society, and there children's food may be prepared on an electric stove. Children's clothes may be washed, and a drying-rack is also available. Hot water is provided in all lavatory basins. The waiting rooms are



THE CANADIAN PACIFIC S.S. "MELITA," LYING IN DOCK AT THE IMMIGRATION QUARTERS, ST. JOHN.

The *Minnedosa*, which is a sister ship of the *Melita*, will be the first passenger steamer to sail up the St. Lawrence this year.

floor of a well-heated and lighted baggage hall, in alphabetical order. By giving a spacious section to each letter confusion and delay are avoided.

The building is 500 ft. in length by 60 ft. in width, and has a well-covered platform on both sides. Three lines of tracks are located immediately in the rear of the wharf sheds, and the new baggage shed conforms to the curvature of these tracks. Baggage is loaded into cars on one side of the shed

shenthed with Douglas fir, in natural finish, and are well lighted with large windows. An emergency exit is provided by means of an inclined rampway to the ground outside.

The tide of European immigration this winter very soon showed that accommodation was required on a larger scale. On December 21 work was started on the construction of the quarters, and it was completed on February 15.

The new quarters are reached from the second examination

room in the upper floor of No. 4 shed by means of an open bridge across the intervening tracks at high level. The entrance from this bridge is into the large recreation room A, a separate passageway leading off to the women's quarters. In the men's quarters a large dormitory, 80 ft. by 30 ft., and a small dormitory, 55 ft. by 20 ft., are provided for foreign men, with toilet rooms adjacent, and a small dormitory, 47 ft. by 13 ft., for British men, with separate toilet rooms. A disinfecting and bath room is also provided. A dining room, 55 ft. by 30 ft., and a kitchen, 38 ft. by 30 ft., are provided on the same floor. A central corridor, 8 ft. wide, leads to an emergency exit with a rampway to the ground from the end of the building. The women's quarters have a dormitory, 67 ft., for foreign women, and one, 24 ft. by 30 ft., for British women, separate toilet rooms being provided for each. A matron's room, 10 ft. by 10 ft., storerooms, and an emergency exit to the waiting room, outside the rampway, complete these quarters.

— * * —

SALVATION ARMY AND EMIGRATION.

General Booth and Commissioner Lamb in Canada.

The Salvation Army emigration season for 1921 has opened under favourable auspices. The first of the weekly conducted parties has arrived in Canada, and each individual has been satisfactorily settled in his or her new surroundings. A second party has sailed from Liverpool, and another is in course of completion for sailing. The last-named will include boys who are to be settled upon Canadian farms. The Army has been very successful in placing such lads: and hundreds of them, under its direction, have been taken from poor circumstances in this country and given a chance in life—carefully placed upon farms with the opportunity of continuing their lessons in school and growing up to be farmers. Many have done so well that they have been able to send home for their mothers and sisters to join them in the new land.

Under General Booth's scheme widows, with or without children, can be financially assisted by the Emigration Department, 122, Queen Victoria Street, London, E.C.4, where first-hand information from all parts of the Empire can be obtained.

In a statement in Montreal, General Booth said the Salvation Army intended sending from England shortly several thousand women, selected for their suitability for domestic service. "Canada's two chief needs," he added, "are a more thorough cultivation of the land and more God-fearing mothers in her homes, for Canada can grow a more settled and happy population than she can import. I feel that there is need all over Canada, too, for more attention to the cultivation of children."

Commissioner Lamb, after an extended tour through Canada, reports hopefully on spring prospects (says the Toronto correspondent of the *Times*). "The mild winter," he said, "will enable Western farmers to start early ploughing, while industrial conditions are slowly developing. There is a large and insistent demand for experienced agriculturists. After a conference with the Federal Ministers the Salvation Army is arranging to organise parties of women for household service. Influential Canadians interested in Empire development are warmly supporting the Army plans."

General Booth and Commissioner Lamb sailed in the *Cedric* from New York on Saturday.

— * * —

NEWFOUNDLAND LEGISLATURE OPENED.

The Newfoundland Legislature was opened at St. John's on March 30, amid the worst blizzard experienced this winter.

The Governor's speech was unusually brief (says Reuter's correspondent). The main statement contained in it was to the effect that, owing to trade depression and reduced revenues, drastic economies, including the temporary abandonment of certain appropriations, were intended.

— * * —

GENERAL BOOTH'S OPENING PRAYER.

While in Victoria, B.C., General Booth, at the request of the Premier (Hon. John Oliver), opened the proceedings of the British Columbia Legislative Assembly with prayer. The Speaker (Hon. John Keen), in introducing the distinguished visitor to the Assembly, said that the members of the House welcomed him as "the honoured son of an honoured father," and referred in felicitous terms to the world-wide humanitarian work of the Salvation Army.

— * * —

The Agent-General for Nova Scotia has received advice from Halifax, N.S., that the Highway Commission, which was appointed to enquire into the charges against the Nova Scotia Highway Department brought by members of the Provincial Highway Board, has now filed its report, which exonerates the Government.

ROLLS-ROYCE CAR FOR SALE. 1920 model, 45 h.p. Colour, white. French patent windows. No rattles. Cost £4,500. Delivered September, 1920. Tax paid 1921. Chassis price to-day, £2,250. Offered complete with all accessories, spare wheels, etc., for £3,250 net cash.—J. M., *Canada* Office, 110, St. Martin's Lane, Trafalgar Square, W.C.2.

CLAIM TO A FARM.

G.W.V.A. Push Canadian ex-Soldier's Suit.

Through the efforts of the Dominion command of the Great War Veterans' Association, D. Stanley MacNeill, a young Canadian Expeditionary Force soldier, now in Edmonton, may come into some \$3,000,000 worth of property (says an Ottawa correspondent).

Before the war there existed in Montreal a contracting firm of Sparrow & MacNeill. The firm purchased for \$2,000 a farm at Island Point, Cape Breton, the MacNeill in the firm being an older brother of D. Stanley MacNeill. Under a family agreement the farm was to come into the possession of D. Stanley MacNeill when he was 21 years old.

The war came on, and the firm of Sparrow & MacNeill became insolvent. The farm, having been purchased with firm money, was seized by the administrator, Mr. F. W. Sharp, of Montreal. But in the meantime a discovery of some 10,000,000 tons of gypsum had been made on the farm, and experts stated that the farm was worth about \$2,750,000.

The family tried to regain the farm. The case came before the Nova Scotia County Courts, who held that it was the property of D. Stanley MacNeill. An appeal by Sharp was made to the Nova Scotia Supreme Court, which reversed the County Court decision, giving the farm to the creditors. The Supreme Court of Canada upheld the Supreme Court of Nova Scotia.

However, the G.W.V.A. took the matter up, and has been informed that the Supreme Court of Nova Scotia is now prepared to open the case and give it a fresh hearing. D. Stanley MacNeill is now in Edmonton, where he settled after the war. He will go to Nova Scotia for the re-hearing, which was granted solely on the G.W.V.A. request, the matter having first been taken up by the Edmonton command and passed to Ottawa for action.

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NEW PACIFIC PROVINCE PROPOSED.

A proposal that the Province of British Columbia be divided in two is being put forward by residents of the northern part of the Province.

The following proposal for the formation of a new Province is to be moved in the Dominion House of Commons by Col. C. W. Peck, V.C., and seconded by Dr. A. Thompson, Yukon:—

"1.—Whereas, it has been the policy of Canada to establish new Provinces as the country develops, as was done by the creation of the provinces of Manitoba, Saskatchewan and Alberta; and,

"2.—Whereas, the natural resources of Northern British Columbia and those of the Yukon are of a similar character, and,

"3.—Whereas, these resources are being developed, and as a result the population of this territory is rapidly increasing; and,

"4.—Whereas, it is fully expected that the census to be taken this year will show sufficient population to warrant the creation of another Province; and,

"5.—Whereas, the building of the Grand Trunk Pacific created a natural political division;

"6.—Resolved, that a new Province be formed consisting of all that portion of British Columbia which lies to the north of the 52nd parallel of north latitude, and including the Yukon Territory, subject to the approval of a majority of the electors of all the territory mentioned, as determined by a plebiscite."

A movement is on foot in Victoria for creating Vancouver Island a separate Province.

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MUNICIPAL FINANCE IN B.C.

According to the Executive of the Union of British Columbia Municipalities unless they are given immediate financial relief, many of the larger cities and towns of British Columbia will be in the hands of receivers before they can receive their share of liquor profits. The Union urges that a tax of 5 cents a day on all workers, \$15 a year on others, and \$15 a year on all corporations be levied to pay for the cost of schools and hospitals.

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SASKATCHEWAN'S MUNICIPAL FINANCE.

With reference to the movement to organise a meeting of holders of the securities of the Saskatchewan municipalities which defaulted in interest payments (says the Toronto correspondent of the *Times*), the Hon. C. A. Dunning, the Provincial Treasurer, states:—"The Government of Saskatchewan, while they are willing at all times to assist the defaulting municipalities and thus protect their interests and the interests of those who hold their bonds, will not be driven into assuming liability for the obligations of defaulting subdivisions of the Province."

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Col. Dennis, of the Canadian Pacific Railway, states that there are in the Prairie Provinces of Canada 32 million acres of land under cultivation, and as much more available for cultivation within 15 miles of railway lines.

BRITISH PERIODICALS.

In order to keep our readers in Canada informed as to the trend of thought in the leading British periodicals, the chief features in the current issues are dealt with each month in this column.

"Chambers's Journal."

The April number of *Chambers's Journal* contains information on an exceptionally wide range of subjects, and the fiction is, as ever, of a high standard. Of special interest to Canadians is an article describing the development of the fox fur industry in Prince Edward Island which started some thirty years ago by Charles Dalton (now Sir Charles) and Robert Oulton, is claimed to be "the most profitable live-stock industry in the world to-day." Henry Leach paints, with his characteristic intuition, a delicate pen picture of Seville, where "there are only three things that matter . . . one being love, and another happiness, and the third religion;" and E. Beresford Chancellor writes on the life, work and personality of Tobias Smollett, whose bi-centenary took place last month. Other contents include an interesting account of the "Post-office Stones" at Cape Town, which were used by merchant captains, under the regulations of the East India Company, for communicating trading instructions, and one of which is decorated with Masonic emblems—the first indication of Freemasonry found in the Cape of Good Hope; "A Word for the Toad," by Canning Williams; "Railway Accidents in India," "The Diary of a Mediocrity," "Some Experiences in the Gibraltar Caves," and "Insect Life in the Valley of the Amazon;" while, in addition to the excellent entertainment afforded by the short stories, the further machinations of "The Mountainous Mr. Neuberger" are recorded in a long instalment of this enthralling serial.

"Pearson's."

That there will be a wide demand for this month's *Pearson's* is assured by the opening article on "The Lloyd George Paintings," by A. B. Cooper, the information contained in which has been supplied by the wife of the Prime Minister herself, while the pictures illustrating the article are now reproduced for the first time. "The Seven Wonders of London"—the Elgin Marbles, the Statue of Demeter, the Rosetta Stone, the Egyptian "Book of the Dead," the Codex Alexandrinus and Magna Charta, the Assyrian Tablets containing the Babylonian Account of the Creation and the Deluge, and the Portland Vase—are described by Sir Frederic Kenyon, K.C.B., who tells how these priceless treasures came to London; while, in contrast to these marvellous records of the ancient world, there is an interview with Mr. James Reynolds, one of America's latest "discoveries," who has come to England with designs for "The League of Nations" and other productions. This magazine's reputation for good fiction is well maintained by contributions from Herbert Jenkins (another "Mrs. Bindle" episode), Horace Fish, Fanny Kilbourne, Owen Oliver, and others, and there is not a dull page in the whole number.

"Strand."

The April *Strand* is a "Special Spring Fiction Number," and chief among its many attractions is another of Mme. Sarah Bernhardt's delicate and fragrant little romances of stage life telling of the struggles of a young French actress to gain a footing on the ladder of success. Horace Annesley Vachell contributes a new story of "Quinn's"—"The Barbens of Barben-Lacy"; E. Phillips Oppenheim, another of "Mr. Croy's Adventures" (and this time Mr. Croy is worsted); and P. G. Wodehouse, an intensely humorous episode of the golf links; while there are also excellent stories by F. Britten Austin, Sydney Horler, and Raymond A. Coulson. Other contents include "My Life of Song," by Mme. Tetrazzini, the first of a series of articles in which the great soprano relates the fascinating story of her amazing career; an interview with E. Phillips Oppenheim; by Sidney Dark; and an article by M. Owsdon-Booth on "Making-up for the Cinema"—a much more complicated and lengthy matter than preparing for the stage; while the numerous illustrations throughout the issue greatly enhance its attractiveness.

C. G. M. F. L. I.

The Hon. C. C. Ballantyne, Minister of Marine and Fisheries, stated in the Dominion House of Commons last week that the existing fleet of the Canadian Government Merchant Marine, Ltd., numbered 47 ships of 260,000 tons deadweight. Sixteen more ships of a total of 114,500 tons, would be completed by July 1. Seven of these ships would be oil burners. All the ships were being built in Canada in accordance with British designs. The cost of construction averaged \$191 a ton.

The Canadian Government Merchant Marine's list of sailings from Montreal during the 1921 season shows that there will be ten distinct services from that port to all parts of the world, employing some thirty steamers. The first departure on each service will be the *Canadian Raider*, for Liverpool, *Canadian Commander* for Australia, and *Canadian Harvester* for Barbados, Trinidad and Demerara, all on May 4; *Canadian Adventurer* for Havana on May 5; *Canadian Sapper* for St. John's, Newfoundland, on May 6; *Canadian Trapper* for London, and *Canadian Leader* for India on May 11; *Canadian Reaver* for Glasgow on May 21; *Canadian Rover* for Cardiff and Swansea, and *Canadian Seignior* for South American ports on May 28. Three of these vessels, the *Leader*, *Commander* and *Harvester*, will be making their maiden voyages.

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Shawinigan Water and Power.— Gross earnings for 1920, amounted to \$3,945,559; operating expenses totalled \$228,457, power purchased \$643,119, maintenance and repairs \$187,687, taxes and insurance \$118,117, general expense, \$122,705, water storage rentals \$117,719, leaving \$2,525,543. After meeting interest and depreciation, there was left a net revenue of \$1,609,042, plus balance from 1919 \$30,550, making \$1,639,593. Dividends for the year absorbed \$1,400,000, transferred to reserve and sinking fund \$50,000, fire insurance reserve \$20,000, employees' pension fund \$5,000, reserve for taxes \$125,000, leaving surplus of \$39,593.

THE SOLDIER SETTLEMENT BOARD OF CANADA.

Ex-Service Officers and men of the Imperial Forces desiring to take advantage of Canada's Soldier Settlement Land Scheme will in future make their application on their arrival in Canada to the Superintendent of the Soldier Settlement Board for the District in which they desire to settle.

Applicants will be required to satisfy the Board as to their general fitness and suitability.

MILITARY QUALIFICATIONS. They should take with them their Discharge Certificate or other documents showing evidence of service.

TRAINING. Settlers will be required to work on a farm in Canada to gain necessary experience before they can be qualified to take a farm of their own; this period shall not be less than one full year for those who have had farming experience in Great Britain, and two years in the case of those who have not so farmed.

FINANCIAL. Ability to bear the financial obligations during his training period, and applicants will be required to pay down 20% on the purchase price on land, stock and equipment purchased through the Board.

For further information relative to Canada apply to Superintendent of Emigration for Canada, 1, Regent Street, LONDON, S.W.1.

PUBLIC NOTICES.

THE ROBERT SIMPSON COMPANY, LIMITED PREFERRED SHARE DIVIDEND

Notice is hereby given that a DIVIDEND has been declared upon that portion of the Capital Stock of the Company consisting of Preference Shares, bearing a half cent dividend at the rate of Six Per Cent. Per Annum upon the said Preference Shares, and that the same will be payable at the London Joint City and Midland Banks, Limited, 5, Princess Street, London, E.C.2, England, or at the option of the holder at the office of The Union Trust Company, Limited, Toronto, Canada, on and after the first day of May, 1921 to shareholders who appeared on the register on the 16th day of April.

The transfer books will be closed from April 16th to April 30th, both days inclusive.

FRANK HAY, Secretary
Toronto, 16th March, 1921.

CITY OF WINNIPEG FOUR PER CENT. DEBENTURES

The City of Winnipeg announces that the COUPONS falling due 1st May, 1921, on the above-mentioned debentures may be PRESENTED on and after the 18th inst. between the hours of 10 and 2 o'clock (Saturdays excepted) at the Bank of Montreal, 47, Threadneedle Street, E.C.2.

Three clear days required for examination. Lists may be obtained on application at the Bank.

DOMINION OF CANADA FOUR-AND-A-HALF PER CENT. BONDS, 1920-25.

The COUPONS falling due 1st May, 1921, on the above mentioned Bonds may be PRESENTED on and after the 18th inst. between the hours of 10 and 2 o'clock (Saturdays excepted), at the Bank of Montreal, 47, Threadneedle Street, E.C.2. Three clear days are required for examination. Forms for listing coupons may be had on application at the Bank.

For the Bank of Montreal, Financial Agents of the Government of the Dominion of Canada,

G. C. CASSELS, Manager.
47, Threadneedle Street, E.C.2.
1st April, 1921.

DOMINION OF CANADA THREE-AND-A-HALF PER CENT. LOAN, 1909-11.

For the purpose of preparing the interest warrants due 1st June, 1921, the BALANCES will be STRUCK on the evening of the 2nd May, 1921, after which date the stock will be transferred ex-dividend.

Coupons must be left for examination between the hours of 10 and 2 o'clock (Saturdays excepted) three clear days prior to payment being made.

Forms for listing coupons may be had on application on and after 17th May, 1921.

For the Bank of Montreal, Financial Agents of the Government of the Dominion of Canada,

G. C. CASSELS, Manager.
47, Threadneedle Street, E.C.2.
1st April, 1921.

ST. JOHN AND QUEBEC RAILWAY COMPANY FIRST MORTGAGE FOUR PER CENT. DEBENTURE STOCK, 1902.

For the purpose of preparing the interest warrants due 1st June, 1921, the BALANCES will be STRUCK on the evening of the 10th May, after which date the Stock will be transferred ex-dividend.

For the Bank of Montreal,
G. C. CASSELS, Manager.
47, Threadneedle Street, E.C.2.
1st April, 1921.

Karakul sheep, from which Persian lamb fur is obtained, and which was originally imported into Canada by Dr. O. H. Patrick, of Calgary, are being bred in all parts of the West. Numbers of these animals, which are fine producers of fur, meat, and wool, have been secured by farmers in British Columbia.

A Comprehensive Banking Service

Letters of Credit and Travellers' Cheques issued available in all parts of the world.

UNION BANK OF CANADA

HEAD OFFICE—WINNIPEG. Incorporated 1865.

LONDON OFFICES: 6, Princes Street, E.C.2, 26, Haymarket, S.W.1.

TOTAL ASSETS (30th November 1920) \$169,205,445.

CANADIAN SECURITIES.

Prices of Canadian Securities active in London during the week previous to going to press.

Government.

Alberta.—4½ p.c. Reg., 1943, 77.
 Newfoundland.—3½ p.c. Reg., 1909-34, 74½; 3 p.c. Reg., 1938, 65½; C.P.R. 3½ p.c. 1938, 70; 2½ p.c. Ins., 1947, 52½; 3½ p.c. Reg., 1930-50, 64½; 4 p.c. Stock, 71½; C.P.R. 3½ p.c., 70½; 4½ p.c., 1920-25, 93.
 Manitoba.—5 p.c., 1923, 92½; 4 p.c., 1947, 73.
 New Brunswick.—4 p.c. Reg., 1949, 72.
 Newfoundland.—3½ p.c., 1941-7-8, 63½.
 Ontario.—4 p.c. Reg., 1947, 85; 4½ p.c. Reg., 1945-68, 84.
 Quebec.—4½ p.c. Reg., 1954, 76½; 4 p.c., 1938, 87½; 4 p.c., 1934, 85.
 Saskatchewan.—4 p.c. Reg., 1951, 76½.

Municipal.

Calgary.—4½ p.c., 1930-42, 80.
 Edmonton.—4½ p.c., 1929-49, 85½; 1930-51, 85½; 5 p.c., 1923-33, 89; 1923-53, 101½; 1953, 79.
 Gr. Winnipeg Water.—4½ p.c., 1954, 78½.
 Montreal.—3 p.c., 49½; 4 p.c., 1932, 77½; 4½ p.c., 1951-3, 74½; Maisonneuve 5 p.c., 1952-3, 61½.
 Moose Jaw.—4½ p.c., 71.
 Port Arthur.—5 p.c., 78.
 Quebec.—4½ p.c., 1963, 80½.
 Regina.—5 p.c., 1943-63, 81½.
 Saskatoon.—5 p.c., 1941-61, 77½.
 S. Vancouver.—5 p.c., 1962, 71½.
 Toronto.—4 p.c., 1922-8, 80; 4 p.c., 1936, 73½; 4 p.c., 1944-8, 68½; 4½ p.c., 1948, 74.
 Vancouver.—4 p.c., 1950-1-2, 62; 4½ p.c., 1953, 66½.
 Winnipeg.—4 p.c., 1940-60, 72½; 4½ p.c., 1943-63, 80½.

Railways.

Algoma Cent. & Hudson Bay.—Stamped, B.
 Atlantic & St. Lawrence.—6 p.c., 73½.
 Buffalo & Lake Huron.—5½ p.c. 1st Perp., 80.
 Can. Atlantic.—4 p.c., 69½.
 Can. Northern.—Alta., 3½ p.c. Dom., 62½; Ont., 4 p.c. Perp., 53½; 3½ p.c. Dom., 63; Que., 4 p.c. Deb., 69½; 4½ p.c., 1950, 78½; Pac., 4 p.c., 53½; 4 p.c., 87½; 4 p.c. Perp., 55½; 3 p.c. Debs., 54; 4 p.c. Debs., 91½; 4 p.c. Lake, 92; 4 p.c. Sask., 67½; 4 p.c. Debs., 1934, 83½; 5 p.c. Inc. 32½; 4 p.c. Man., 83½; 2 p.c. Notes, 1921, 100.
 Can. Pacific.—142½; 4 p.c. Non-Cum. Perp., 61; 4 p.c. Perp., 65½; Spec. Inv. 6 p.c., 119½.
 Central Ont.—5 p.c., 1934, 77½.
 Grand Trunk Pac. Branch.—4 p.c., 82½; Alta., 3 p.c., 61½; 4 p.c., 1955 A, 65½; 1 p.c., 1955 B, 65½; Lake Superior, 67; 4 p.c. Debs., 41½.
 Grand Trunk.—92½; 4 p.c. Guar., 60½; 5 p.c. 1st Pref., 43½; 5 p.c. 2nd Pref., 31½; 4 p.c. 3rd Pref., 12½; 2nd Equipment, 99; Board, Cap. 5 p.c. Debs., 75½; Perp. 4 p.c., 60; 6 p.c. Notes, Oct., 95½; Western Dollar Bds., 89½.
 New Brunswick. Perp. 4 p.c., 61½; Ont. & Que. 5 p.c. Perm., 78½.
 Pac. & Gr. Eastern.—4 p.c., 63½.
 St. John & Que.—4 p.c., 63½.

Financial, Land, etc.

Anglo-Newfoundland.—8 p.c. 2nd Debs., 106½.
 Can. Land & Irrigation.—1½.
 Can. Bk. of Commerce.—41½.
 Hudson's Bay.—5-13/16; Pref., 78/9.
 San Antonio Land.—6 p.c., 18½.
 Union Bk. of Can.—34.
 Western Can. Invest.—5 p.c., 9/9.
 Electric Power and Traction.
 Brazil Traction.—35½; Pref., 74.
 B.C. Elect.—Def. Ord., 52; Pref. Ord., 52½; 5 p.c. Perp. Pref., 54½; 4½ p.c. Perp. Debs., 57½.
 Calgary Power.—5 p.c., 70.
 Can. Gen. Elect.—122½.
 Cities Service.—6 p.c. Pref., 82½; Com., 305.
 Montreal St. Rly.—4½ p.c. No 601-2,000, 95½; 4½ p.c. No 1-4,600, 103½.
 Northern Ont. L. & P.—6 p.c. S.F.G., 90½.
 Shawinigan.—Cap., 113½; S.F.G. Bds., 106.
 Toronto Power.—4½ p.c. Debs., 74½.
 Iron, Coal and Steel.
 Algoma Steel.—5 p.c. S.F.G., 63½; Funding Strip Certs., 53½.

INCORPORATED IN CANADA 1851

FIRE & MARINE



WESTERN

ASSURANCE COMPANY

British & Foreign Offices:
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Paid-up Capital - £513,698

Head Office: TORONTO.
 W. B. Melkie, President & Gen. Man.
 LONDON BOARD OF DIRECTORS:
 Alfred Cooper, Esq. (Grahams & Co.),
 Chairman.
 Lord Cable (Hird & Co.),
 Sir Charles Johnston, Bart. (Wingate & Johnston, Ltd.),
 J. P. Rhaza, J. Esq. (Investors),
 W. A. Miles, Manager.

Can. Collieries.—5 p.c. Bds., 20½.
 Can. Steel.—6 p.c., 98½.
 Can. Vickers.—78½.
 Dom. Iron & Steel.—5 p.c., 74½; 5 p.c. Bds., 1929, 91½.
 Dom. Steel.—Ord., 51.
 Lake Superior.—5 p.c. Bds., 7½.
 Nova Scotia.—5 p.c. Bds., 77½.
 Steel Co. of Can.—6 p.c. Bds., 105½.

Mines.

Kirkland Prop.—10/3.
 Le Roi No 2.—3/10½.
 Mining Corp. of Can.—3/11½.
 Mond Nickel.—Ord., 23/9; 7 p.c. Pref., 16/3; 7 p.c. Non-Cum. Pref., 13/6.

Miscellaneous.

Bell's Uttd Asbestos.—28/11.
 Brit. Controlled Oilfields.—Com., 4/10½; 7 p.c. Pref., 6/6.
 Can. Steamships.—5 p.c. Debs., 71-13/16; Com., 34½; Voting, 35.
 Can. Cements.—67; 7 p.c. Pref., 102.
 Can. West Lumber.—5 p.c. Inc. Deb., 9½; Com., 7½d.
 Can. Western Natural Gas.—5 p.c., 45½; Com., 9½.
 Dom. Cotton Mills.—6 p.c. Currency Deb., 107½.
 Furness-Withy.—21/6; 5 p.c. Pref., 6½.
 Imp. Tob. of Can.—16/3.
 Spanish River.—6 p.c. S.F.G., 89.

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HUDSON'S BAY LAND SALES.

For the quarter ended March 31, 11,397 acres of farm lands were sold for £38,550, as against 62,220 acres for £215,100 in the corresponding quarter of 1920; and town lots for £2,950, against £3,600; total receipts, £190,000, of which £104,100 was on account of capital and £60,700 on account of interest.
 For the twelve months ended March 31, 178,300 acres of farm lands were sold for £624,100, against 276,700 acres for £970,800; town lots for £16,650, against £8,200; total receipts, £668,100, of which £453,400 was on account of capital and £184,600 on account of interest.

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Barcelona Traction. — Gross earnings for February, Ps.3,354,062; inc., Ps.1,000,031; net earnings, Ps.2,360,155; inc., Ps.860,133. Aggregate gross, Ps.6,508,379; inc., Ps.2,085,350; net, Ps.4,440,404; inc., Ps.1,767,367.

St. John and Quebec Railway.—The Bank of Montreal gives notice that for the purpose of preparing the interest warrants on the 1st Mortgage 4 per cent. Debenture Stock, 1963, due June 1, the balances will be struck on the evening of May 10, after which date the stock will be transferred ex-dividend.

British Columbia Breweries. — Messrs. Sperling and Co. announce that for the secretary reports total sales for January to have been \$142,645, increase \$14,105; net profit \$53,251, increase \$10,140. During the month 5,090 barrels were sold, compared with 7,830 a year ago, the average selling prices being keg beer \$20.06, bottle beer \$45.37, compared with \$10.73 and \$34.03 respectively in January, 1920.

Canadian Finance.

Weekly Reports from Our Own Correspondents.

THE LONDON MARKET.

Stock Exchange Settling Days:—

Canada Account Day: Tuesday, May 3.
Ticket Day. Pay Day.
Wed. April 13. Thurs. April 14.
THURSDAY, MORTON STREET, Tuesday.

The Stock Exchange during the past week has been sluggish, and labour developments have prevented markets from getting into their stride again after the Easter holidays. Most departments now display weakness on the coal strike, and the threatened extension of the labour trouble to the railways and the transport services. The volume of selling has not been heavy, but insiders have marked back prices in self protection, owing to distrust of the general situation. Gilt-edged issues have fallen back moderately, but are now developing resistance owing to the easier conditions in the money market, resulting from the turn of the month. Insiders are also hoping for a reduction in the Bank rate in the immediate future, despite labour unsettlement.

In the home railway market quotations have come back sharply, and business has contracted to the smallest proportions owing to jobbers' unwillingness to do business pending a clearance in the outlook. South American rails have also dropped, the Argentine group deriving no benefit from the recent interim dividend announcements. In the foreign market the general tone is unsettled and weaker, owing to the disturbing reaction of the labour upheaval on the foreign exchanges. Among mines, Kaffirs and most other gold shares have sagged quietly, though the gold price is higher in sympathy with the dollar. Oil shares have fallen back again, and rubbers are weaker with the raw material. Industrials have receded all round, owing to fears that the labour trouble will bring the gradual improvement in trade to a complete standstill.

Among Canadian securities business has been quiet, and quotations have tended downwards with the rest of the house. The gilt-edged issues of the Dominion have ruled fairly steady. The Fours held at 72, and the 4½ per cents. at 92. Municipal Bonds have been quiet without pronounced tendency either way.

In the railroad group Canadian Pacifics have seen-saved, and are practically unchanged on balance around 143, despite the improvement in the value of the dollar. Grand Trunks have remained off colour, and show many declines of ½ to 1 on the week, being adversely influenced by the statement of the Grand Trunk Railway that it has not yet received funds to meet the interest due April 1 on its own and Grand Trunk Pacific securities. The market was also depressed by further disquieting cables from the Dominion with regard to railway matters in general and the Grand Trunk Co. in particular. There has been no movement in Canadian Northern issues.

Hudson's Bays, in the land group, after a slight improvement have fallen back again, and finished unchanged at 5 13/16 on the poor quarterly land sales. Lower priced shares have been quiet.

Industrials have been irregular, with firm-

ness in prices. Dominion Steels have jumped 4 to 56. There is no net change in Canadian Car issues, and Lake Superiors remain at 11. Canadian General Electric at 124 are rather higher after allowing for the dividend deduction. Canada Cements have risen 1 to 64½, and the Pref. records a similar rise to 100½. Spanish River Pulp pref. at 92½ is a point to the good.

Brazilian Traction has receded moderately to 36, but Mexican Traction issues have ruled quietly firm.

Canadian Silver Mining shares have ruled dullish, and Mining Corp. of Canada shares are back to 3½. 9d., Kirkland Lake Pref. marking at as low as 10s. 3d.

OUR MONTREAL LETTER.

MONTREAL, March 24.

Towards the end of last week considerable interest was aroused by very large transactions in Canadian Car stocks by a local firm, who on Friday bought and sold over 15,000 shares of the Common stock, and over 10,000 shares of the Preferred. No authoritative information was available as to the significance of this operation, but the explanation considered most likely is that it may represent some changes in the personnel of the U.S. group connected with the American Car Co., who are interested in the Canadian Car Co. On Saturday the stocks presented a contrast by being entirely inactive. This week the paper group has provided the most active stocks, most of which have been firm. Riordon was an exception to this, the old stock declining 10 points on Monday on small sales, and the new Preferred fell to 67½ ex the 2 per cent. quarterly dividend, the new Common meanwhile falling to a new low price of 13 through lack of support. Later, following the announcement of the company's excellent earnings for last year, the old stock recovered most of its previous decline. The most active stock of the group has been Abitibi, though, in this case, notwithstanding the record earnings statement for 1920, just issued, the stock has only held its own, offerings being quite equal to the demand, so that although the stock was dealt in largely yesterday, it closed the day unchanged in price. Dominion Steel, after having shown a weaker tendency early in the week, was stronger yesterday, and a rise of 2½ points

over a moderate volume of transactions suggested that the floating supply of the stock is hardly so large as it formerly used to be. The anticipation in regard to Canadian General Electric, to which I alluded last week, proved to be well founded, but the excellent financial statement and the 20 per cent stock bonus announced at the general meeting had evidently been sufficiently discounted in advance as the price has not made any further advance.

Among prices at the close of business yesterday Abitibi was 42½; Ames-Holden Pref. 27; Asbestos, 77; Pref. 90; B.C. Fishery 41; Brompton, 34½; Canadian Car, 32; Pref., 67½; Canada Cement, 54½; Canadian General Electric, 113½; Canada Steamships, 30; Pref. 65½; Dominion Steel 45½; Pref. 71; Dominion Textile, 112½; Pref. 98; Pref. 100; Dominion Glass, 57; Lafontaine, 86; Lyall, 69; Mount Power 81½; Nat. Breweries, 34½; Oglew. Pref. 101; Price Bros., 210; Quebec Railway, 27; Shawinigan, 103½; Span. River, 77; Pref. 84; Steel of Canada, 60; Pref. 92; Wayago mark, 70; Winnipeg Railway, 41.

Among the bank stocks Commerce is 196; Merchants, 180; Montreal, 254; Nova Scotia, 257; Royal, 201; Union, 155.

After meetings of the directorates of the two big steel companies on the 21st it has been announced that the boards of both companies have approved the contracts for the consolidation, and that meetings of the shareholders of the Steel Corporation and the Nova Scotia Steel Co. will be called for April 7, when the plan for the consolidation of the three companies (including Halifax Shipyards, Ltd.) will be submitted to them.

At their special meeting the shareholders of Ames-Holden, McCready, Ltd., authorised the issue of \$2,000,000 7 per cent. second refunding mortgage bonds. It is understood that the greater portion of this issue has already been sold, and it is also reported that the company's business has considerably improved during the past month.

The shareholders of the Brompton Pulp and Paper Co. have, likewise, approved the proposed issue of \$3,000,000 20-year 8 per cent. bonds, convertible into Common stock of the company on the basis of two Common shares of no par value for each \$100 of bonds. The conversion option will be good for a period of ten years.

At a meeting of directors of the Merchants Bank of Canada, held on March 18, Mr. F. Howard Wilson was appointed vice-president of the bank to succeed Mr. A. T. Dawes.

Robert Simpson Co.—A half-yearly dividend has been declared on the preference shares at the rate of 6 per cent. per annum, payable on and after May 1, 1921, to shareholders of record April 16. Transfer books will be closed from April 18 to 30 inclusive.

Standard Bank of Canada.—The bank has declared a dividend for the current quarter, ending April 30, at 3½ per cent., being at the rate of 14 per cent. per annum on the paid-up capital stock, payable on and after May 2 to shareholders of record as of April 18.

Mining Corporation of Canada.—Standard ozs. silver produced during January, 39,729; operating cost at mine, £7,607; special capital expenditure, £253; total footage, 19; total tonnage, 1,823. Buffalo mine milled 3,943 tons, producing 65,921 ozs.

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LTD.

HEAD OFFICE: TORONTO, CANADA.

BRANCHES:
Montreal, Winnipeg, Regina, Saskatoon, Edmonton

Executors and Trustees.

Paid-up Capital - £410,958 18 2
Reserve Fund - £410,958 18 2
Assets under Administration £19,395,350 9 4.

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The Company has special facilities for acting as the Agent of Executors of Estates in Great Britain and Ireland having assets in Canada, to manage and realize those assets, including the settlement of succession duties imposed by any Provincial Government.

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THE MERCHANTS BANK OF CANADA

ESTABLISHED 1864.

Capital Paid Up, \$10,029,622.

Total Deposits (30th Oct. 1920) - \$170,000,000.

Special attention given to Canadian and American collections. Letters of Credit and Drafts issued, and available at any banking point in Canada. Cable Transfers can also be made.

399 BRANCHES IN CANADA.

LONDON OFFICE: 53, CORNHILL.

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D. C. Macarow, General Manager.
T. E. Merrett, Superintendent of Branches and Chief Inspector.
W. A. Meltrum, General Supervisor.
Montreal Branch J. D. G. Klippen, Manager.

Head Office: MONTREAL

Reserve Fund and

Undivided Profits \$9,475,585

Total Assets (30th Oct.

1920) - \$209,000,000.

Special Department at Montreal gives manufacturers and merchants opening up in Canada all information regarding Water Power, Sites, Tariffs, etc.

COMPLETE BANKING SERVICE OFFERED. INTEREST PAID ON SAVINGS BANK DEPOSITS.

J. B. DONNELLY, D.S.O., Manager.

INVESTMENT NOTES.

Following a meeting of the directors of the Dominion Steel Corporation and the Nova Scotia Steel and Coal Co., at which the contracts covering the consolidation were approved, announcement has been made of the capitalisation proposals in connection with the British Empire Steel Corporation, which great amalgamation will, subject to the approval of the shareholders, now definitely be consummated in its somewhat modified form. The bond and debenture issues of the constituent companies, which, besides the two big steel companies mentioned above, will include the Halifax Shipyards, Ltd., are to remain undisturbed, and the share capitalisation of the new Corporation is to consist of \$19,950,000 of 7 per cent. Cumulative Preferred shares, series "B"; \$57,350,000 7 per cent Cumulative Second Preferred; and \$24,450,000 Common shares, the total initial capitalisation thus being \$101,750,000. Of this, \$5,605,000 of Second Cumulative Preferred stock and \$2,360,000 of Common stock will be held by the Dominion Iron & Steel Co., leaving \$93,785,000 available for exchange for the securities of the constituent companies.

The basis of exchange is as follows:—For each fully paid Ordinary share of the Dominion Steel Corporation will be exchanged \$95 of fully paid 7 per cent. Cumulative Second Preferred shares and \$40 fully paid Common shares of the British Empire Steel Corporation. For each fully paid Common share of the Nova Scotia Steel and Coal Co. will be exchanged \$90 in fully paid 7 per cent. Cumulative Second Preferred shares and \$40 in Common shares of the new corporation, and each \$100 of fully paid Common shares of Halifax Shipyards will be exchangeable for \$60 of 7 per cent. Cumulative Second Preferred and \$25 of Common stock of the new corporation. The 7 per cent. Cumulative Preference shares, series "B," of the new corporation will be exchangeable for the outstanding Preference shares of the constituent companies at the option of the holders of the latter. This will be a share for share exchange except in the case of the 8 per cent Cumulative Preference shares of the Nova Scotia Steel & Coal Co., each of which will be exchangeable for one and one-fifth of the new Preference shares. The new corporation will be able to obtain any additional capital which it may need by the sale of 8 per cent. Cumulative Preferred stock, series "A," which it will be authorised to issue. The series "B" Preference shares are to rank with the series "A" Preference shares as first Preference shares both as regards dividends and distribution of assets on a winding-up.

Meanwhile, a consolidated balance-sheet of the three companies shows that at the end of 1919 the new corporation was in a very strong position as regards working capital, current assets of \$34,375,999 exceeding current liabilities by \$20,700,402. In a circular to the shareholders of the two big steel companies it is explained that "as the end of the fiscal year of the Dominion Steel Corporation, Ltd., is not reached until March 31, it is not practical to submit a balance-sheet for the year 1920, but assurance can be given that the earnings of the combined companies for the year 1920 have been satisfactory."

According to Mr. Roy M. Wolvin, president of the Dominion Steel Corporation, and probable president of the new corporation, the constituent companies are not in urgent need of new money at present, as they are well provided with finances for their present operations; financing for additional development of their great natural resources will be undertaken when general conditions warrant such a course. Mr. D. H. McDougall, president of the Nova Scotia Steel and Coal Co., in an interview with the *Montreal Gazette*, emphasised the advantages which will be obtained through the amalgamation, both in regard to efficiency and economy in manufacturing and marketing and by the removal of the complications which have impeded the progress of the individual companies. The Halifax Shipyards will, by its inclusion in the new corporation, provide an outlet for the forgings and structural materials of the Nova Scotia Co. and for the plates of the Dominion Steel Corporation, and will occupy a strong position as regards ship repair work and construction on the Canadian North Atlantic coast.

Subsequently to a meeting of the directors of Canada Steamship Lines, Ltd., on March 22, it was stated that the annual meeting of the company would take place in April, though the actual date had not yet been fixed. It is expected that the annual report for 1920 will reveal net earnings of over \$4,000,000, and closely approximating to the record figures of 1919. Mr. Norcross, who presided at the meeting, having just returned from his long visit to Europe, stated after the meeting that while in England he had conducted negotiations for additional working capital necessary to finance the increased operations of the company, and that matters in this regard were progressing favourably. During his sojourn

abroad he had arranged for important trade agreements which would be very advantageous to the company, though they would not involve the acquisition of any additional tonnage.

In view of the decrease, during the past few months, of the value of securities of Canadian pulp and paper enterprises as compared with the high prices at which they previously stood, it is of interest to note the confidence expressed by various Canadian authorities who are closely in touch with the industry. In the course of a discussion of the fundamental soundness of the Canadian industry, in its investment circular for March, the Royal Securities Corporation points out that the important Canadian companies are still the possessors of the only remaining important and easily exploitable pulpwood areas on the North American continent, accompanied by the water powers which are vitally necessary for the process of manufacture:—

"The mechanical plants are still the most modern and efficient of any of the business in any part of the world. All that has happened is that the demand for the product has receded from an abnormal peak to a level probably somewhat below the present normal, with the result that the phenomenal spread between cost and selling price, and consequent abnormal profits reflected during the past year in tremendous profit statements and soaring Common stock prices in all Canadian pulp and paper companies, will be reduced to a smaller and more reasonable margin of profit."

"Far from being a disaster, this is the best thing that could have happened to the industry. There need be no fear that any important Canadian pulp or paper enterprise will prove to be among those 'marginal' competitors who will be forced out of business by a reduction in the selling price. Their natural advantages, in forest reserves scarcely touched, in convenient water powers, and in cheap transport of product, are far too great. The marginal competitors are the weaker American mills, with nearly depleted pulpwood areas, antiquated machinery, and smaller and more costly water powers."

Mr. George Chahoon, jun., president of the Laurentide Co., Ltd., states in a recent interview that:—

"The paper industry is in a particularly healthy condition. There are no large supplies of the finished product on hand, and the general inclination on the part of manufacturers seems to be towards curtailing production, rather than to dissipate their valuable resources by piling up stocks. Compare the paper industry with any other branch of manufacturing activity in this country or elsewhere, and it will be clear to anyone that it is in a class entirely by itself, especially so far as the newsprint situation is concerned."

Meanwhile, the financial statements issued from time to time continue to exhibit the record earnings of the big Canadian companies in the industry in 1920. Figures recently made available show that the combined earnings of the Riordon Pulp and Paper Co. for the six months ending June 30, 1920, and those of the new operating company for the final six months of the year amounted to \$1,642,630. After writing off \$958,042 altogether for depreciation, depletion, and other reserves, and after paying interest charges amounting to \$614,213, the surplus available for dividends amounted to \$3,070,375. Preference dividends absorbed \$480,000, and \$525,000 was paid in dividends to the Common shareholders, leaving a net surplus of \$1,965,365 from the year's earnings. These figures, moreover, do not include the net earnings of over \$400,000 which were realised by the Gatineau Co., a subsidiary of the Riordon Co., after paying its interest charges. In regard to the company's current business, which is of special interest at the moment, it is stated that while in December last shipments of pulp contracted for were partially deferred, since then shipments against contracts have steadily increased and are now running at the rate of about two-thirds of production, with every likelihood of becoming normal again by April or May in view of the depletion of stocks of pulp at book paper mills.

A HINT TO THE GERMANS.

A French-Canadian business man has sent the following pointed reply, according to *La Patrie*, to a German company manufacturing cream-separators, of Frankfurt-on-the-Oder, which offered him its connection:—

"DEAR SIR,—I acknowledge receipt of your letter in which you give me the price and conditions for the sale of your cream-separators, also the descriptive circulars under separate cover, which I duly appreciate."

"In reply, I would say that it will give me pleasure to consider your propositions when your Government shall have given tangible proofs of its readiness to submit to the terms of the Treaty of Versailles.—Yours very truly, K.—"

Mrs. E. Abtherton Smith, of St. John, N.B., who arrived in England on Sunday by the Canadian Pacific liner *Melita*, en route to the battlefields of France and Belgium, accompanied by her husband, was the first woman in Canada to greet the Prince of Wales. She received the Queen Elizabeth Medal from the King of the Belgians for her war work.

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PAID-UP CAPITAL
\$15,000,000 (£3,082,192)

Head Office: TORONTO.

RESERVE FUND
\$15,000,000 (£3,082,192)

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CHARLES CAMBIE, Manager. A. R. PHIPPS, Assistant Manager.

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Head Office:
TORONTO.

Capital and Reserve Fund - \$13,000,000
Total Assets - - - \$139,000,000

SIR EDMUND B. OSLER.
President.
CLARENCE A. BOGERT,
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New York Agency - 51, Broadway.

CANADIAN SHIPPING.

The total number of vessels on the Canadian Register at the end of 1920 was 7,904, and their gross tonnage was 1,610,000. Vessels built and registered in Canada last year numbered 329, having a gross tonnage of 160,000. Vessels built in the Dominion and exported without being registered in Canada numbered 22, with a gross tonnage of 45,300.

— * * —

CANADIAN WEIGHTS AND MEASURES.

An advice has been received from H.M. Trade Commissioner's Office at Toronto to the effect that United Kingdom manufacturers submitting quotations to Canadian firms for ton lots should specify whether the English long or Canadian short tons are intended. The legal Canadian scale of weights and measures provides for a ton of 2,000 lb. and a cwt. of 100 lb., and the value of a quotation is nullified by the omission of a definite indication as to whether Canadian or Imperial tons are intended.

— * * —

The Ontario Government has accepted a tender from a syndicate of Toronto financial houses for a \$6,000,000 loan for six months at 6 per cent. at a price of 99.53.

FLAX IN WAR-TIME.

In a report on the work of the Ministry of Munitions it is stated that when Russia, who had always provided a large proportion of the flax used in the British linen trade, was cut off by the war, a supply of seed was bought in Japan, and hurried across the Pacific Ocean by special steamers to British Columbia, thence by special goods trains across Canada to Nova Scotia, whence it was rushed across the Atlantic to the flax sowers awaiting its arrival here. To ensure supplies of flax seed for following seasons a portion of the Japanese seed was sown in Canada with excellent results. In this way Lord Inverforth rendered the nation independent of Russian flax, and stimulated the industry of flax growing both at home and in Canada.

— * * —

Newfoundland's Customs revenue for the nine months ended March 31 was \$3,250,000, showing a decrease of nearly \$1,750,000, as compared with the corresponding period to March 31, 1920.

According to the Canadian chartered bank statement for February, there was an increase during the month of \$5,800,000 in saving's deposits, which now stand at a total of \$1,318,000,000. Current loans in Canada increased by \$1,800,000, and current loans outside Canada dropped by \$10,000,000.

IRON AND STEEL INDUSTRY IN B.C.

To encourage the development of an iron and steel industry in British Columbia the Provincial Government has entered into an agreement with the Coast Range Steel, Limited, under which the Government will pay a bounty not exceeding \$3 per long ton on pig-iron manufactured from ore mined in the Province. The agreement, however, stipulates that British capitalists should be prepared to invest the necessary capital, "not exceeding ten million pounds," in establishing the industry.

— * * —

BRITISH COLUMBIA BONDS.

British Columbia bonds to the value of \$2,000,000 were sold on March 21 by the Provincial Government to the Dominion Securities Corporation of Toronto, at a price of 103.77 for five years, 6 per cent. issues. The cost to British Columbia will be 54 per cent. Fourteen syndicates of bond houses and banks from all parts of Canada and the United States competed for the bonds.

The money is to be used under the Soldiers' Settlement Act and for road purposes.

— * * —

Surveys are to be made during the summer for a large irrigation project in Eastern Alberta and Saskatchewan, north of the South Saskatchewan River.

BANK OF MONTREAL.

EST. 1817

Paid-up Capital \$22,000,000. Rest \$22,000,000. Undivided Profits \$1,251,850. Total Assets (Oct. 30, 1920) \$560,150,812.

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The Bank has reciprocal arrangements with leading banks covering all countries, and is, therefore, in a position to offer favourable competitive rates for business in all parts of the world. With its numerous Branches it offers exceptional facilities for the transaction of a General Banking Business in Canada, Newfoundland, the United States, Mexico and France.

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The Company undertakes for Executors, Trustees or Owners in the United Kingdom the management and realization of Assets in Canada, including payment of any taxes.

The Company acts as Agent and Attorney in the investment of moneys, care of securities, collection of dividends, rents, etc., and the sale of properties.

BRANCHES THROUGHOUT CANADA.

Inquiries solicited. Reference may be made to the Bank of Montreal's London Branches for information regarding the Company.

THE BANK OF NOVA SCOTIA.

Established 1832.

GENERAL OFFICE, TORONTO, CANADA.

CAPITAL	...	...	\$9,700,000
RESERVE FUND	...	...	\$18,000,000
TOTAL ASSETS	...	...	\$240,000,000

Special facilities are available to the public through the branches of this Bank for the transaction of business with Canada, Newfoundland, Cuba, Porto Rico, Dominican Republic, Jamaica, and the United States at Boston, Chicago, and New York.

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One appeal from Canada and another from Newfoundland will come before the Judicial Committee of the Privy Council, which has now resumed its sittings after Easter.

Mr. Osmond Gratian Esmonde, who was refused permission to land in Australia and New Zealand on suspicion of being a Sinn Féin man, was allowed to land at Vancouver on Thursday last week, on condition that he should proceed after to England.

**WHEN IN CANADA**

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and Staffs of our Branches willing and ready to help you in your banking transactions. They will be pleased to have you call on them.

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DEPOSITS OVER 470 MILLION DOLLARS.

Under the auspices of the Salvation Army a party of about 100 bereaved relatives made "pilgrimages of remembrance" to the graves of their dead, in the war cemeteries on the Western Front, during the Easter week-end.

A party of 300 ex-Service men left Liverpool for the Canadian Pacific liner *Consolation* on Friday of last week. They are proceeding to Toronto under the auspices of the Ontario Government and received free passages.

Banking and Finance.

C.P.R.'s "Satisfactory" 1920 Results.

The revenue statement of the Canadian Pacific Railway in large part discounts the annual report of this great transportation system, a summary of which we published last week, but the report itself is always anxiously awaited to supplement the brief information furnished in the revenue statement, although we must wait for the annual meeting next month for fuller details as to the operations of the vast system in the year under review. At one time last year the phenomenal growth in working expenses caused very serious misgivings in the minds of the market and stockholders, and it was feared that the maintenance of the dividend from the working of the railway was in jeopardy, but the marked expansion in traffic in the latter part of 1920 at the new tariffs, which became effective in September, enabled the company to defray the enormously increased costs and earn the usual charges and dividends, and show a modest surplus as well. It is gratifying to be able to record that in the opinion of the directors, "whilst the net earnings are not commensurate with the volume of business transacted... the year's operations must be regarded as satisfactory, and compare most favourably with those of any other system on the American continent." Whilst the stockholders will participate in this view, they will not overlook the fact that of a total gross expansion in traffic of no less than \$39,712,289 in the year under review, all but the pittance of \$220,008 was swallowed up by the growth in working expenses. The effect of this ever-increasing item is shown in the fact that whilst the ratio in 1916 was only 63.88, by 1918 it had grown to 78.1, reached 81.39 the next year, and for 1920 was up to the formidable figure of 84.7 per cent. In other words, whilst in 1916 of each \$100 traffic handled, the profit ratio was \$36.12 per cent., for last year it was less than half that figure, viz., \$15.3 per cent. This alarming aspect will no doubt be given adequate prominence by the President in his speech to the stockholders at next month's annual meeting, for it is obvious that any serious contraction in the company's earning capacity, if unaccompanied by a commensurate saving in working expenses, would at once threaten the maintenance of the dividend from the operation of the railway.

Effect on Expenses of "Chicago Wage Award."

The application of the "Chicago Wage Award" to Canada was responsible for an addition of practically \$12,000,000 to the pay rolls of 1920, the rest being made up of increased cost in fuel and materials, and the charging of the year's Federal taxes to operating expenses, where they properly belong. The outcome of the year's operations was a net profit of \$33,153,045. The fixed charges were about \$600,000 up to \$10,775,409, and the contribution to the Pension Fund reduced the amount available to \$21,877,636. Dividends called for all but \$450,359 of this total. The special income account provides \$10,966,448, against \$9,049,542; lower earnings from ocean and coastal steamship services being offset by higher dividends and telegraphs and sundry receipts, the result being that the balance at the credit of this account at the end of the year was \$20,590,292, and the general credit balance \$3,425,000, against \$2,089,000 in 1919. Landsales showed a further contraction in 1920, realising \$9,392,706 against \$13,668,443, but the average price kept up well, being rather higher at \$20.48 against \$20.25 in the preceding year. The sales of irrigated lands, included in the foregoing, realised \$50.43, as compared with \$52.53 in 1919, reducing the average of the balance to \$17.07 per acre. The following statistics with regard to the freight and passenger traffic show the variations under both headings in 1920 as compared with 1919:—

	1920.	1919.
Freight tons (carried 1 mile) ..	15,687,014,791	12,305,286,299
Per mile of road	1,066,041	840,928
Per train mile	529.25	498.07
Per car mile	23.44	22.08
Freight earnings per car mile ..	24.34	22.15
(cents)		
Passengers carried	16,769,555	15,671,752
Average per train mile	76.75	78.89
Earnings per train mile	\$2.81	\$2.59

Financial Proposals.

Reference is made in the report to the agreement for the operation of the Edmonton, Dunvegan and British Columbia and Central Canada Railways for a period of five years from July 21, 1920—already referred to in Canada—and the steps taken to ensure the development of that portion of the Province of Quebec situated south and east of Lake Temiskaming. Particulars are also furnished with regard to the purchase and construction of new ships

for the Atlantic and Pacific and coastal service. This estimated capital expenditure on this account for the current year is approximately \$12,200,000. New construction contemplated and provided for in the present accounts is on a moderate basis, for obvious reasons, and these are dealt with in the report. The company's general financial programme is explained at length, one of the most important being in connection with the arrangements made with H.M. Treasury in 1917, and another the steps taken to amend the company's charter in order to implement and extend the power already held to issue forms of securities other than those which it is already empowered to issue, and which are more appropriate to present market conditions, as a preliminary to a restoration of a portion of the cash reserves expended on capital account. It is explained that the capitalisation of the company is conservative and even low, and that this has been accomplished largely through the utilisation of surpluses in betterments and improvements, which would normally have been paid for out of the proceeds of capital issues. Holders of the note certificates issued in 1914, which fall due in March, 1924, will be interested to learn that these will be repaid at that date.

C.P.R. Ownership Analysed.

Many publicists both in the Dominion and in the Mother Country have had misgivings as to the effect which the important part the C.P.R. has had in connection with the regulation of the North American exchange may have had upon the ownership of the system. It is therefore extremely gratifying to learn that this remains very largely British and Canadian. The percentage of the holders of the Common stock domiciled in Great Britain at the end of December last was 47.80 per cent. Canadian holdings amount to 17.73, and in the United States, where the stock is very highly esteemed by American investors, the proportion was about 6½ per cent. higher at 24.10 per cent. France held but 3.04 per cent., and the total of other countries aggregate only 7.33 per cent. As a prominent financial authority remarks in commenting on these percentages, "thus in spite of the war, so far not only as organisation and direction are concerned, but in respect of ownership, the C.P.R. is still a predominantly Imperial institution."

Treasury Returning More Canadian Securities.

It is announced that H.M. Treasury has decided to exercise its option under Scheme B for the regulation of the Foreign Exchange and return a part of the Canadian Pacific Railway Perpetual 4 per cent. Consolidated debenture stock on July 1. In their report the directors state that during the year they disposed of \$8,000,000 of this stock to H.M. Government pursuant to arrangements made at the time of the deposit of \$40,000,000 of the stock in 1917. The balance of the stock deposited, viz., \$32,000,000, has been returned to the company, and is available for sale or other disposition as circumstances warrant. The Preference stock deposited with the Treasury was returned to the owners on October 1 last and the Common stock on December 31. A part of the Dominion of Canada 3½ per cent. Registered stock, 1850-60, will be returned on July 1 next. In both cases the additional allowance of ½ per cent. allowed by the Treasury on such deposited stocks will cease as and from the date of their release. Depositors of Toronto Grey and Bruce Railway 1st 4 per cent. 1882 bonds will also have their securities returned on July 1.

The total amount paid with respect to C.E.F. disability pensions for the year ending December 31, 1920, was \$18,212,506. The total number pensioned on December 31, 1920, was 118,740. Of this number, 53,854 were ex-soldiers, 26,913 wives, and 37,373 children.

"What British Editors Say About Canada," is the title of a neat little booklet published by the Minister of Immigration and Colonisation, Ottawa. It contains brief statements of the impressions of delegates to the second Imperial Press Conference who visited Canada last summer.

The United Kingdom Branch of the Great War Veterans of Canada will hold their second annual re-union dinner on Saturday, April 23, at 7.30 p.m., at the Holborn Restaurant, London. A cordial welcome is extended to all ex-Canadians. Tickets (10s.) may be obtained from the secretary, Mr. A. E. Ross, 209A, Coldharbour Lane, Brixton, S.W.9.

In connection with our recent "Note of the Week" regarding the attitude of the Edmonton (London) District Council towards the flying of the Union Jack on Empire Day, our readers will be interested to learn that, as the result of last Saturday's elections, the nine retiring Councillors, who were all in favour of observing Empire Day, have been elected, the nine Labour candidates being defeated.

ANSWERS TO CORRESPONDENTS.

N.B.—All letters asking for information or advice must contain an enquiry coupon from the current issue of "Canada," except when the enquirer is an annual subscriber.

Detailed replies by letter are not made except to annual subscribers. Non-subscribers desiring detailed or exhaustive replies by letter must enclose a P.O. for 6s., which will cover three questions.

Name and address must be furnished in every case. Copies should be kept of questions, and these should be numbered when more than one is asked.

Enquiries regarding investment matters should be marked "Financial" on the left-hand top corner of envelope.

G. H. M. (Brighton).—The cost of tuition, board and lodging, and books and instruments for a law student at McGill University is approximately \$450 to \$500 per annum.

A. J. H. (Huddersfield).—The head tax upon each person of Chinese origin coming into Canada is \$500; but certain classes, such as merchants and their wives and children, Consular officers and their families and suites, and teachers and men of science, are exempt.

E. O. (Lewestoft).—The centre of the Canadian automobile industry is Ontario, and the chief towns engaged in the industry are the Border Cities, Chatham, Kitchener, London, Toronto, and Oshawa. The estimated number of car registrations in Canada in 1920 was 395,000.

A. E. H. (Dorset).—A recent official announcement with regard to the 1914-15 Star (published in *Canada* of December 11) stated:—"Every man who considers himself entitled to one of these medals is requested to write immediately to the Secretary of the Militia Council (Attention Director of Records), Ottawa, or his branch of the G.W.V.A., furnishing an address to which it may be sent."

FARMER.—From Ontario westward, every Province of the Dominion now has an Agricultural College, established and maintained at the public expense, for the purpose of preparing men to become either practical and scientific farmers, or instructors, investigators and leaders in connection with the basic industry of agriculture. In the East a similar service is rendered by the Macdonald College, an institution established as a private bequest, but receiving aid from the public treasury, and by the Agricultural College at Truro, Nova Scotia, the latter serving the needs of the Maritime Provinces. Quebec Province has in addition two institutions designed to afford instruction in agriculture to French-speaking Canadians.

R. E. N. (Swansea).—A recent statement indicates that the municipalities in Saskatchewan which are in difficulties as regards their financial obligations are Swift Current, Estevan, Prince Albert, Humboldt, Battleford, Melville, Scott and Canora. In only two of these cases, we believe, are British investors importantly interested, viz., Prince Albert and Battleford. The Local Government Board of the Province can now grant or refuse to any municipality power to raise money by the issue of securities, but it was not constituted until 1913, and the debts which are now causing trouble were probably incurred before that date. A statement by the Provincial Treasurer indicating the policy of the Saskatchewan Government in the matter is published on page 50.

Temiscouata Railway.—The Bondholders' Committee notifies that interest for the year ended December 31, 1920, at the rate of 10s. per cent. per annum, less tax, on the provisional certificates issued by the committee, will be paid on and after June 1 at the Bank of Montreal, 47, Threadneedle Street, London, E.C., on presentation of Coupon No. 10 attached to the certificates.

Dominion of Canada.—The coupons on the 4½ per cent. bonds, 1920-25, falling due May 1, 1921, may be presented on and after April 18, at the Bank of Montreal, 47, Threadneedle Street, London, E.C.2. Three clear days are needed for examination. Forms for listing coupons may be obtained from the bank for the purpose of preparing the interest warrants on the 3½ per cent. loan, 1904-34, due June 1, the balances will be struck on evening of May 2, after which date the stock will be transferred ex dividend. Coupons must be left for examination three clear days prior to payment being made. Forms for listing coupons may be had from the bank on and after May 17.

CLAY IN SASKATCHEWAN.

Another exploring expedition will be sent into Northern Saskatchewan by the Provincial Bureau of Labour and Industries if the money is forthcoming to finance it, according to the Hon. C. A. Dunning, Provincial Treasurer, for the purpose of further investigation of the natural resources of that part of the country.

Saskatchewan, pointed out Mr. Dunning, in an address to the Association of Construction Industries at Regina, possessed clay deposits unrivalled on the American continent for variety and quality. They had not been developed because heretofore the market within reasonable freight rates had been limited. The clay was there, he said, and he expected to see the time when the building industries of the Province would find within the Province all the clay building material necessary. The Bureau was also getting information in regard to clay for other than building purposes, and he had samples of china ware made from Saskatchewan clay as good as any man could desire. Mr. Dunning stated that the Bureau of Industries would assay or analyse, free of charge, samples of clay and other materials from deposits found in the Province.

— * * —

THE DINGMAN WELL.

The Dingman Well, the pioneer in the Calgary oil field, has been taken over by the Royaltite Oil Co., a subsidiary of the Imperial Oil, together with the associated leases and property. Oil was struck in the Dingman Well in 1913, and an oil boom throughout Southern Alberta was started. The well had a small production of five or six barrels a day of very high grade oil. It was being operated by the Calgary Petroleum Products Co. until taken over by the Royaltite. The Royaltite Co. will rebuild the absorption plant, recently burned, and operate the works on a larger scale than before. New wells will also be sunk in order to test the field thoroughly.

— * * —

CONCERTS.

A joint recital by M. Zacharewitsch, Adela Hamaton, and Frank Armstrong was to take place at the Æolian Hall last Thursday, April 7, at 8 p.m., and further recitals will be given at 8 p.m. on April 21 and May 3, at the same hall.

Yesterday (Friday) evening, at 8.15, an orchestral concert, conducted by Edward Clark, was to be given at Queen's Hall, and other concerts will take place at the Æolian Hall on April 20 and May 6, at 3 p.m.; and on May 20, at Queen's Hall, at 8.15.

Annabel McDonald will give a song-recital at the Wigmore Hall on April 22, at 8.15 p.m.

— * * —

Colonial Bank.—The bank recommends a dividend of 5 per cent. actual, subject to tax, being at the rate of 10 per cent. per annum, on "A" shares and "B" Ordinary shares, for the half-year ended December 31, 1920.

City of Winnipeg.—Coupons of the 4 per cent. Debentures falling due May 1, 1921, may be presented on and after April 18, at the Bank of Montreal, 47, Threadneedle Street, London, E.C.2. Three clear days are required for examination; lists may be obtained from the bank.

ENQUIRY COUPON.

"CANADA," No. 796. April 9, 1921.

This Coupon must be cut out and enclosed with all letters of enquiry, except those from annual subscribers.

CLASSIFIED ADVERTISEMENTS.

Advertisements under this heading will be inserted at the following rates:—Properties for sale, or business announcements of any kind, 1s. 6d. per line; minimum charge, 6s. Situations wanted or offered, etc., 1s. 6d. for first three lines, 1s. 3d. per line thereafter. Six words per line. Five insertions for the cost of four.

FOR SALE.

FOR SALE.—Farm Lands in Western Canada at reasonable prices and on easy terms; eminently suitable for mixed farming, grain growing, etc.; convenient to railways, postal and business facilities.—Address enquiries, Box 555, Canada, 110, St. Martin's Lane, London, W.C.2.

A CANADIAN PROFESSIONAL DIRECTORY.

This Directory of Canadian professional Firms will not only bring those using it INTO TOUCH WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the readers of *Canada* in Great Britain, Ireland, France, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain make use of this Directory. Instructions can be sent to our Office in Montreal or London, England.

BARRISTERS, SOLICITORS, &c.

MONTREAL—

BROWN, MONTGOMERY & McMICHAEL. Dominion Express Building, Montreal. Cable Address: "Jonhall."

A. J. Brown, K.C.	G. A. Coughlin.
W. F. Chipman, K.C.	L. H. Ballantyne.
P. F. Vanier.	R. C. McMichael, K.C.
G. H. Montgomery, K.C.	W. R. L. Shanks.
B. O. McMurtry.	F. B. Common.

Solicitors for The Royal Bank of Canada, Union Bank of Canada, Imperial Bank of Canada, The Ogilvie Flour Mills Company, Limited, Dominion Bridge Company, Limited, Northern Electric Company, Limited, Dominion Textile Company, Limited, Singer Manufacturing Company, Laurende Company, Limited, Montreal Light, Heat & Power Company, Steel Company of Canada, Limited, Canada Cement Company, Limited, Canadian Pulp & Paper Association, Montreal Trust Company, Atlas Assurance Company, Limited, Alliance Assurance Company, Limited.

OTTAWA—

POWELL, SNOWDON & BISHOP. Solicitors. 46, Sparks Street, Ottawa, Solicitors for Bank of Montreal, etc.

Any of our readers requiring the services of Canadian legal firms in cities or towns other than those mentioned above, should write to "CANADA," when the name of a good firm will be supplied.

CHARTERED ACCOUNTANTS.

TORONTO, ONT.—

RUTHERFORD WILLIAMSON & COMPANY. Chartered Accountants, Auditors, and Trustees. Merchants Fire Chambers, Toronto. Cable address: "Willco, Toronto." Reference: Bank of Nova Scotia, Church Street.

Manufacturers' Directory and Buyers' Guide.

Nickel Silver and Brass Mills—

BARKER & ALLEN, Ltd., Birmingham, England. Nickel Silver and Brass Sheet Metal Manufacturers. Wires of every description. Cables, "Allensil," Birmingham, England.

Weldless Steel Tubes—

TUBES, Ltd., Rocky Lane, Aston Manor, Birmingham. Tubes for Boilers, Engineering Purposes, Motor Cars and Cycles.

Zinc White Manufacturers—

ORRS ZINC WHITE, Ltd., Widnes, Lancashire, England. T.A. "Orr, Widnes."

British American Nickel. Bond and debenture holders of the British American Nickel Corporation, on April 1, approved a plan of reorganization (says the Toronto correspondent of the Times). Of the \$5,720,000 bonds represented holders of \$5,347,000 voted in favour of the resolutions submitted to them at the meeting. At a later meeting, at which holders of \$3,500,000 of 6 per cent. debenture stock were represented, the chairman declared the resolutions carried unanimously.

CANADIAN GOVERNMENT Trade Commissioners & COMMERCIAL AGENTS.

For Commercial and other information relating to Canada, application may be made to—

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, 98, Boulevard Adolphe Max, Brussels.

Brazil.

E. L. McColl, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; Agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13, Nanking Road, Shanghai. *Cable Address, Canadian.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Commissioner, 17 and 19, Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

George E. Shortt, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B, Main Street, Yokohama. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs Street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Adderley Street, Cape Town. *Cable Address, Cantracom.*

South-Eastern Europe.

L. D. Wilgus, c/o Canadian Government Trade Commissioner, Via Carlo Cattaneo 2, Milan, Italy. *Cable Address, Care Canadian, Milan.*

United Kingdom.

High Commissioner for Canada, 17, Victoria Street, London, S.W.1. 'Phone: Victoria 8350. Harrison Watson, Canadian Government Trade Commissioner, 73, Basinghall Street, London, E.C.2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4, St. Ann's Square, Manchester *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Buildings, 31, North John Street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare Street, Bristol. *Cable Address, Canadian.*

G. B. Johnson, Canadian Government Trade Commissioner, 87, Union Street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS. Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

TRADE ENQUIRIES. Opportunities for British and Canadian Firms.

Among trade enquiries received at the Canadian Trade Commissioner's Office, 73, Basinghall Street, London, E.C.2, are the following: A firm in New Brunswick is in a position to export hemlock pulpwood, cut to 2 ft. to 4 ft. lengths, and wish to get into touch with importers.

A firm in Nova Scotia wish to obtain the representation of a first-class United Kingdom manufacturer of port lights, whistles, deck lights, deck plates, name plates, ships' bells, etc.

An important Canadian company, manufacturing tyres and tubes, wish to arrange for their sale in the United Kingdom, and are prepared to negotiate with responsible firms possessing the necessary organisation.

A Canadian firm of contractors and consulting engineers, established in London, who are interested in public works' contracts in certain British Colonies, invite Canadian manufacturers of engineering and structural materials wishing to obtain export business to submit to them full particulars of their products.

A firm in Brighton, England, wish to purchase direct from British Columbia manufacturers regular supplies of Douglas Fir and other building timber, planed, and to sizes— $\frac{3}{4}$ in. by 9 in., 1 in. by 9 in., 1 in. by 11 in., $\frac{1}{4}$ in. by 9 in., 2 in. by 9 in., 3 in. by 2 in., and 4 in. by 2 in.; also wood suitable for sash purposes, sizes 2 in. by 3 in., 2 in. by 4 in., 2 in. by 5 in., 2 in. by 6 in., 2 in. by 7 in., and 2 in. by 8 in., and ready-made doors and other joinery and plywood.

AN Engineer proceeding to British Columbia would like to represent Factors of electrical and other specialties.—Box 556, *Canada*, 110, St. Martin's Lane, London, W.C.2

STEEL CONTRACT RESCINDED.

The Hon. C. C. Ballantyne stated in the Dominion Parliament that the Government had rescinded a contract with the Dominion Iron and Steel Co. for the supply of steel plates. This contract provided for the construction by the Dominion Iron and Steel Co. of a modern 110-inch plate mill at Sydney and for the purchase by the Government from the company of a minimum quantity of 50,000 tons of plates per annum for five years.

The demand for plates, as the result of the decline in shipbuilding all over the world, practically ceased during the latter part of 1920, said Mr. Ballantyne. Consequently upon these conditions there was a marked decline in the price of plates, more especially in the United States and Belgium. Had the contract been continued the Government would be obliged to market as much as possible of the quantity of plates it had agreed to purchase, in competition with those offering by Belgium and the United States, which course would doubtless entail a substantial loss to the Government. In these circumstances the Government concluded that the public interests would be more fully protected by renouncing the contract.

* * *

Canada Company.—Receipts from all sources in Canada for 1920 totalled \$101,450. The directors recommend a further dividend of 1s. per share, less tax, making 2s. 6d. per share, carrying forward £2,459.

CANADIAN PACIFIC OCEAN SERVICES.

New Freight and Passenger Arrangements.

In connection with the appointment of the Canadian Pacific Railway as sole traffic managers for the Canadian Pacific Ocean Services, Ltd., all traffic—freight and passenger—in connection with the ships managed by the C.P.O.S., Ltd., is now under the control of, and directed by, the Canadian Pacific Railway Company and its organisation.

The European officials and addresses of Canadian Pacific Railway Offices are as follows:—

London.—European Head Office, 62-65, Charing Cross, S.W.1.—Sir Geo. McLaren Brown, K.B.E., European general manager; Mr. T. J. Smith, European freight manager; Mr. H. G. Dring, European passenger manager. City office,—103, Leadenhall Street, E.C.3.—Mr. G. Saxon Jones, city passenger and freight agent.

Liverpool.—Royal Liver Building, Pier Head; Mr. T. McNeil, Liverpool agent. Bristol.—18, St. Augustine's Parade; Mr. A. S. Ray, agent.

Birmingham.—Dominion Express Company of Canada, 4, Victoria Square; Mr. W. T. Treadaway, agent.

Glasgow.—25, Bothwell Street; Mr. M. L. Duffy, agent for Scotland.

Belfast.—41-43, Victoria Street; Mr. W. McCalla, agent.

Manchester.—Dominion Express Company of Canada, 1, Mount Street; Mr. J. W. Maine, agent.

Antwerp.—25, Quai Jordaens; Mr. W. D. Grosset, agent.

Paris.—1, Rue Scribe; Mr. A. Catoni, agent.

Havre.—2, Rue Pleuvry; J. M. Currie & Co., agents.

Warsaw.—117, Marzalkowska.

Rotterdam.—42, Coolensingel; Mr. J. Springett, agent.

Brussels.—98, Boulevard Adolphe Max; Mr. C. DeMey, agent.

Christiania.—4, Jernbanetorget; Mr. E. Bordewick, agent.

Hamburg.—Alsterdamm, 24; Mr. C. F. A. Flugge, agent.

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TRADE AND BUSINESS.

Easter business was generally satisfactory throughout Canada.

Canadian exports to Australia during the twelve months ended February 28 amounted to \$17,321,000, an increase during the year of \$5,000,000. Exports to South Africa amounted to \$14,665,000, an increase of approximately \$6,000,000 during the year.

Imports into Canada from the United Kingdom during February were worth \$11,743,000, as compared with \$14,962,000 for February last year. Exports to the United Kingdom during the month amounted to \$18,561,000, the figure for February, 1920, having been \$28,062,000. Imports into Canada from the United Kingdom during the twelve months ended February 28 amounted to \$223,000,000, as compared with \$106,000,000 for the preceding twelve months.

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TRADE MISSION TO SCANDINAVIA.

Mr. Norman D. Johnston, B.A., the Canadian Trade Commissioner at Bristol for the West of England, South Wales and South Midlands, has received a communication from the Canadian Government requesting him to undertake a special mission to Norway, Sweden and Denmark to investigate trade possibilities, economic conditions, exchange, ocean connections, and other matters.

The Foreign Office have been notified of Mr. Johnston's proposed visit by the Canadian Government, and their kind offices with the British Ministers in the different countries which he will visit have been solicited, so that he is assured of their assistance, and through them that of the British Consuls-General and Consuls. Mr. Johnston will also have introductions to leading officials in the Scandinavian countries.

Mr. Johnston expects to leave Bristol on 11th inst., accompanied by Mrs. Johnston.

CANADIAN REPRESENTATIVES IN LONDON.

Dominion of Canada.

High Commissioner's Office.—19, Victoria Street S.W.1. High Commissioner, The Hon. Sir GEORGE H. FLETCHER, K.C.M.G., Secretary, Mrs. W. L. GIFFITHS. (Telephone: Victoria 3360.)
 Emigration Office.—Superintendent of Emigration, LIEUT.-COL. J. ORR SMITH, 1, Regent Street, S.W.1. (Telephone: Regent 2218 and 2219.)

Province of British Columbia.

Agent-General.—Mrs. F. C. WADE, K.C., British Columbia House, 13, Regent Street, S.W.1. (Telephone: Regent 266.)

Province of Nova Scotia.

Agent-General.—MR. JOHN HOWARD, 57, Pall Mall, S.W.1. (Telephone: Regent 299.)

Province of Ontario.

Agent-General.—163, Strand, W.C.2. (Telephone: Central 6427, 6428.)

Province of Quebec.

Agent-General.—LIEUT.-COL. P. PELLETIER, King's House, 36 and 38, Kingsway, W.C.2. (Telephone: Holborn 662.)

NEWFOUNDLAND.

High Commissioner.—The Hon. Sir EDGAR B. BOWLING, 58, Victoria Street, S.W.1. (Telephone: Victoria 2302.)

CANADIANS IN LONDON

Arranged Alphabetically.

A

Ablett, Ralph W., Edmonton—51, Colebrooke Row, N.I.
 Adams, Mr., Halifax—48, Heathwood Gardens, S.E.7.
 Ahearn, Frank, Ottawa—Piccadilly Hotel.
 Assatouraff, Mme. Ter, Pictou, N.S.—Carlton Hotel.

B

Barnes, Lt. J. B., R.C.N., Crofton, B.C.—Piccadilly Hotel, W.
 Beveridge, Mrs., Vancouver—16, Frolgan, Hampstead, N.W.3.
 Bishop, Capt., R.N.C. (R.C.O.C.), Vancouver and Ottawa—R.A. Mess, Woolwich.
 Brookfield, J. W., Halifax—Craud Hotel.

C

Brunden, A. C., Winnipeg—29, Capworth St., Leyton.
 Bydwell, H. E., and Mrs., Montreal—Savoy Hotel.

D

Cahan, C. H., and Mrs., Montreal—Carlton Hotel.
 Calder, A. B., Montreal—Piccadilly Hotel.
 Christie, L. G., Toronto—Regent Palace Hotel.

E

Dumesnil, Miss Germaine, Montreal—Grand Hotel.
 Egan, Sir Henry, and Lady, Ottawa—Ritz Hotel.
 Erwin, W. D., and Mrs., Ottawa—Stafford Hotel, St. James' Place.

F

Fournier, Gabrielle, Montreal—Grand Hotel.
 Hatton, Major A. E., Edmonton—10, Ruvigny Mansions, Putney.
 K
 Kenean, Emanuel I., Toronto—Regent Palace Hotel.
 Kerr, J. A., Chatham, Ont.—St. James' Palace Hotel, S.W.
 King W., Winnipeg—Sinclair Rd., West Kensington, W.
 L
 Lewis, Lansing, Montreal—23, Grosvenor Road, Westminster.
 Mc
 Macdonald, E. M., and Mrs., Pictou, N.S.—Carlton Hotel.

M

Mackissock, L.—10, Coram Street, Bloomsbury, W.C.
 McConkey, T. G., and Mrs., Toronto—Savoy Hotel.
 McLachlin, Miss E. H., and Edith L., Ottawa—Carlton Hotel.
 M
 Myerson, M. A., Montreal—Jermyn Court Hotel, S.W.
 N
 Nesbitt, Hon. Wallace, and Mrs., Toronto—St. James' Palace Hotel.
 P
 Paradis, Philippe, Mme., and Marcelle, Quebec—Hotel Victoria.

P

Parent, Gabrielle, Ottawa—Carlton Hotel.
 Paterson, Capt. S. V., Ottawa—103, Oxford Street.
 Pinsonnault, L. H., Mme., and Germaine, Montreal—Grand Hotel.
 R
 Ramsay, Capt. G. Stuart, and Mrs., Quebec—54, Cromwell Road, S.W.
 Rockliffe, Major A. J., and Mrs., Ottawa—Carlton Hotel.
 Rushbrooke, Miss Alice, Montreal—Norland Hotel, Granville Place, W.
 S
 Scott, R. R., and the Misses, Winnipeg—24, St. James' Street.
 Shepherd, W. T. M., Montreal—Grand Hotel.
 Skelton, H. Fleming, Victoria—25, Queen's Gate, S.W.
 Smith, R. Home, Toronto—Savoy Hotel.

T

T. HOUGHTON, Ltd., Leather Goods and Cutlery Specialists.
 76, OXFORD STREET, LONDON, W.

Spencer, C., and Mrs., Vancouver—1, Nicholl Square, E.C.
 Sutherland, Major, and Mrs. F. D., Sechart, B.C.—Bongate Hall, Appleby.
 V
 Verreault, Dr. J. E., Quebec—59, Liverpool Street, King's Cross.
 W
 Wilson, Maj.-Gen. E. W., Montreal—Savoy Hotel.
 Wood, H. Joseph, Quebec—48, Heathwood Gardens, S.E.7.

ROBERTS & SHORT

NAVAL, MILITARY,
SPORTING AND CIVIL
TAILORS.

4 & 6, BURY STREET, ST. JAMES',
LONDON, S.W.1. (OPPOSITE ST. JAMES' THEATRE).

Parent, Gabrielle, Ottawa—Carlton Hotel.
 Paterson, Capt. S. V., Ottawa—103, Oxford Street.
 Pinsonnault, L. H., Mme., and Germaine, Montreal—Grand Hotel.

Ramsay, Capt. G. Stuart, and Mrs., Quebec—54, Cromwell Road, S.W.
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 Shepherd, W. T. M., Montreal—Grand Hotel.
 Skelton, H. Fleming, Victoria—25, Queen's Gate, S.W.
 Smith, R. Home, Toronto—Savoy Hotel.

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In Great Variety.

GENTS' LETTER WALLETS, WRITING CASES, DRESSING CASES, etc.

Fancy Articles of Every Description.

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 76, OXFORD STREET, LONDON, W.

Spencer, C., and Mrs., Vancouver—1, Nicholl Square, E.C.
 Sutherland, Major, and Mrs. F. D., Sechart, B.C.—Bongate Hall, Appleby.

Verreault, Dr. J. E., Quebec—59, Liverpool Street, King's Cross.

Wilson, Maj.-Gen. E. W., Montreal—Savoy Hotel.
 Wood, H. Joseph, Quebec—48, Heathwood Gardens, S.E.7.

* * *

Canada North-West Land.—The report of this company (in liquidation) for 1920 states that sales of farm lands totalled 23,762.69 acres for \$418,251, compared with 48,352.17 acres for \$773,765.02 in 1919. There were no townsite sales. Liquidation of company's townsite holdings is approaching completion. The total amount of the year's farm land sales has been transferred to profit and loss account, which now stands at \$3,141,707. A distribution on realisation of assets, No. 14, of \$5 per share was paid to shareholders of February 14.

AMERICAN PLATELESS DENTISTRY.

Highly Recommended by the Profession.

Mr. G. MURRAY BARKER,

10, Duke St., Manchester Square

(or Selfridges). W.1. Tel. Mayfair 1939

STEAMSHIP SAILINGS.

(Subject to Strike Conditions.)

C.P.O.S.

Liverpool to St. John.

Friday, April 8.—*Empress of France*.
 Tuesday, April 12.—*Melita*.

Liverpool to Quebec or Montreal.

Wednesday, April 20.—*Minnedosa*.
 Friday, April 22.—*Metagama*.
 Saturday, April 30.—*Empress of Britain*.

Friday, May 6.—*Victoria*.
 Wednesday, May 11.—*Empress of France*.

Friday, May 13.—*Melita*.

Friday, May 20.—*Minnedosa*.

Wednesday, May 25.—*Empress of Britain*.

Wednesday, June 1.—*Metagama*.

Wednesday, June 8.—*Empress of France*.

*Three-class steamers.

Glasgow to Quebec and Montreal.

Wednesday, April 20.—*Pretorian*.

Saturday, May 28.—*Pretorian*.

Southampton to Quebec and Montreal.

Wednesday, April 27.—*Scandinavian*.

Wednesday, May 11.—*Corsican*.

Thursday, May 19.—*Tunisian*.

Wednesday, June 1.—*Scandinavian*.

Cunard Steamship Co.

Liverpool to Halifax or New York.

Saturday, April 16.—*Urania*.

Tuesday, May 23.—*Carnarvon*.

Wednesday, May 11.—*Cameronia*.

Southampton to New York.

Saturday, April 16.—*Berengaria*.

Saturday, April 23.—*Aquitania*.

Saturday, April 30.—*Mauretania*.

Saturday, May 14.—*Aquitania*.

London to Halifax.

Saturday, May 14.—*Saxonia*.

White Star Line.

Southampton to New York.

Wednesday, April 20.—*Adriatic*.

Wednesday, May 4.—*Olympic*.

Wednesday, May 18.—*Adriatic*.

WINES, SPIRITS AND CIGARS AT WHOLESALE PRICES

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Thursday, April 21.—*Canada*.

Thursday, April 28.—*Vedic*.

Saturday, May 7.—*Megantic*.

Saturday, May 21.—*Canada*.

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Letters, parcels and newspapers are due by direct mail from Canada by the R.M.S. *Scandinavian* to-day; by the *Minnedosa* and *Canada* on April 11, and by the *Empress of Britain* on April 12.

Letters only via New York are due by the *Celtic* on Saturday, April 9, *Mauretania* and *Adriatic* on April 14, *Kronland* on April 17.

The new twin-screw s.s. *Vedic*, of the White Star-Dominion line, which carries third-class passengers only, has been placed on the direct Canadian route, and will leave Liverpool for Quebec on Thursday, April 28; minimum rate £18 15s. per adult.

* * *

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